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# The China Mail.

ESTABLISHED 1840

July 6, 1921, Temperature 70

Barometer 29.71

Rainfall 0.0

Humidity 89

July 6, 1920, Temperature 60

No. 18,303.

三拜禮

號六月七年一十二百九千一英

HONGKONG, WEDNESDAY

JULY 6, 1921

日二初月六酉辛次歲年十國民華中

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## TO-DAY'S CABLES

(Reuter's Service to the China Mail)

HONGKONG'S BAD NAME.

MANY URGENT HEALTH PROBLEMS.

COMMISSIONER'S REPORT.

INFANT MORTALITY HIGH VENEREAL DISEASE PREVALENT

LONDON, July 5.

The Eastern Commission of the National Council for Combating Venereal Diseases, reporting at the annual meeting, stated that owing to the progressive views held by the Municipal Council of Shanghai there was every prospect that many of the recommendations made would be carried out. Since the visit of the commission the National Council had been informed that a venereal specialist would be appointed and arrangements would be made for the treatment of seafarers, also that a Shanghai Welfare Association had been formed. No definite information had been received with regard to opening a Hongkong seafarers' clinic but the Commission reported that the Governor had requested them before leaving to confer with the principal civil medical officers and had also courteously agreed to arrangements for the distribution of literature through the Colonial Secretary. It was pointed out that public health administration in the East was a difficult problem and that even in Hongkong which had been a Crown Colony for eighty years many urgent problems still required attention. The infant mortality was extremely high and venereal disease very prevalent.

IRISH PEACE MOVEL.

SUSPENSION OF HOSTILITIES LIKELY.

MORE OPTIMISTIC AIR.

LONDON, July 5.

Reuter learns that as a consequence of yesterday's Dublin conference an atmosphere has been created likely to lead to a situation tantamount to a tacit suspension of operations by the opposing forces in Ireland while peace parleys continue. The Crown is gradually easing the repressive measures in order not to hamper the peace makers. It is hoped that Sinn Fein will similarly suspend offensive measures, although the difficulties of control in the latter case are recognised. It is pointed out that there have been practically no executions during the past few weeks, a more optimistic air reigns in well-informed circles.

OIL OPERATIONS CRASH.

REPRISAL AGAINST INCREASED EXPORT TAX.

MEXICO CITY, July 5.

General Obregon has ordered the oil companies which have discontinued operations in the states of Tamaulipas and Vera Cruz "without sufficient justification" to indemnify their workless employees. It is believed that the labourers are entitled to three months' pay. Over 10,000 workmen were dismissed in the Tampico region. This is believed to be a reprisal against the increase of the oil export tax.

WASHINGTON, July 5.

The cruiser "Cleveland" and the gunboat "Savannah" have been ordered to Tampico with a view to protecting United States interests in the event of jeopardy owing to labour troubles arising from the closing down of oil operations.

GALLANT BELGIUM.

CITY OF LONDON'S FINE TRIBUTE.

LONDON, July 5.

The City to-day paid a tribute to gallant little Belgium when the Belgian King and Queen drove through a decorated route from Buckingham Palace to the Guildhall escorted by Life Guards. They were cheered by crowds throughout. A distinguished company at the Guildhall included the Duke of Connaught, the Duke of York, six princesses, Earl Haig, Earl Beatty, Viscount French, and Lord Curzon. Replying to a toast at the luncheon King Albert dwelt on the necessity of making Germany pay. He hoped that commercial relations between Britain, the Dominions and Belgium would increase.

BEUTHEN INCIDENT.

GERMANS KILL FRENCH MAJOR.

PARIS, July 5.

A message from Oppeln which throws a different light on the Beuthen incident says that while French troops were entering Beuthen the German inhabitants made a demonstration in the course of which a French major was shot with a revolver and killed. The murderer escaped. Two French sergeants were slightly wounded. British and French troops dispersed the demonstrators of whom two were killed and several injured.

HOME AGRICULTURE.

DECONTROL BILL PASSES SECOND READING.

LONDON, July 5.

The House of Commons by 278 votes to 113 passed the second reading of a bill decontrolling agriculture after the Government had been sharply criticised for the abrupt reversal of its policy which was defended on the ground of excessive liability in connection with guarantees owing to circumstances that could not be foreseen.

SPANISH CABINET RESIGNS.

300,000,000 RAILWAY EXPENDITURE OPPOSED.

MADRID, July 5.

The Cabinet has resigned owing to the opposition raised by the conservative leader Maura to the expenditure of 300,000,000 for the expansion of the railways and other public works.

## THE DOLLAR.

To-day's closing rate 2/7 5/8  
To-day's opening rate 2/7 3/8

## MURDER CHARGE.

ALLEGED GAMBLING SEQUEL.

SUPPOSED ASSAULT-ARRESTED.

Three revolver shots fired in Reclamation Street last night attracted the attention of Chinese constable No. 286, who immediately went to investigate. Outside house No. 52 he found a Chinese lying in a pool of blood with three bullet wounds in his body. The man, who was still conscious, was removed to the station where he said that his assailant was a man named Yeung Sui Cheng. After first aid had been rendered, the man was removed to the Kwong Wah Hospital, where the doctor gave little hope of saving his life. A couple of hours later the alleged assailant was arrested, and pending further developments, was kept in police custody. The wounded man died in hospital at 9.10 this morning. The prisoner will in due course be charged with wilful murder. The cause of the murder was supposed to have been heavy gambling.

## FULL COURT SITTING.

APPEAL TO BE HEARD.

At the conclusion of the July Criminal Sessions which begin on the 15th of the month there will be a sitting of the Full Court consisting of Judge Skinner, Turner, of H. M. Supreme Court, Birmingham, the acting chief justice (Mr. H. H. J. Gompertz), and the Puisne Judge (Mr. J. R. Wood). An appeal will be heard against a judgment delivered by Mr. Justice Gompertz in July, 1920, in connection with the case of Yeung Kung Yung, trading as Mat Tze v. the Young Shing Insurance and Investment Company Limited. The former, who were the unsuccessful plaintiffs in the suit, are the appellants.

## KINEMA NOTES.

CORONET THEATRE.

A KIDNAPPED BRIDE.

Madge Kennedy sparkles and shines in her own individual way in her latest Goldwyn Picture, "Friend Husband" now being screened at the Coronet.

A kidnapped bride on a compulsory honeymoon is the oddly amusing spectacle presented in this delightful comedy. The atmosphere of smart society is admirably portrayed. This is accomplished not only by the rich and beautiful settings, but by a cast of finished players, each accustomed to roles such as are found in the Madge Kennedy plays.

Tonight will be the last opportunity of enjoying this entertaining play. Tomorrow by special request there will be shown for the one day only, the famous British comedy, "All's Brought Down."

## HONGKONG THEATRE.

"THE LITTLE WHITE SAVAGE."

Carmel Myers, the star of "Who will Marry me?" and other notable comedy and dramatic successes, comes to the Hongkong Theatre to-day in "The Little White Savage," a brilliant burlesque and satire on the activities of present-day press agents.

Comedy situations are legion, and the sub-titles are veritable gems of humour, while Miss Myers' impersonation of the star side-show attraction of the "greatest circus on earth" is something new and distinctive in the field of cinema art.

According to the story the circus owners tell of a glib country editor, their protégé, was captured on a savage isle, and caused a minister of the gospel to be frocked when she had lovingly crept into his bed to hide from the trustees of his parish.

The effects of course, well out of the realm of probability and represent the dirty heading to which the well-trained mind of a decent publicist can come. That is what makes it so superbly ridiculous and funny.

## BUSINESS NOTICES

### ENGLISH WHITE SUN TOPEES AT GREATLY REDUCED PRICES.

THREE "WINTO" Sun Topees, special Composition Body covered with fine White Drill, White Puggies, Leather Chinstrap and Headband and Binding. TODAY'S PRICE \$10 Each.

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TRE "FEATHERWEIGHT" Sun Topees, very fine light Cork-lined Body, covered with quality White Drill, White Mail Puggies, soft Leather Headband Chinstrap and Binding. TODAY'S PRICE \$12 Each.

"ELLWOOD'S" Sun Topees, standard "Ellwood" quality, guaranteed Waterproof as well as Sunproof. Specially prepared Cork-lined Composition Body with White Drill and Cover. TODAY'S PRICE \$12 Each.

"HAWKES" Patent Sun Helmets, the very best Sun Helmet Obtainable, fitted with new patent Spring fitting Headband. Easily the most comfortable and best-value Topee obtainable. TODAY'S PRICE \$10.50 Each.

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**-PUBLIC AUCTIONS-**

**INTIMATIONS**

**NOTICE.**

**WANTED PUBLIC** to know that the undersigned has opened their office here with a branch at Canton, under the name and style of Messrs. LORIAL D. KARANEY, as General Importers & Exporters. Management taken over by Mr. L. D. KARANEY.

(Signed) L. D. KARANEY.  
Hongkong, July 1, 1921.

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New and Used.

HARDLEY DAVIDSON'S.  
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WOLFE.  
and SMITH.  
MOTOR CYCLES.

REEVES & CO.,  
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**TO MATCH YOUR  
COSTUME**

Stockings, Laces, Nets,  
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proper treatment of delicate  
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**ALFRED HARDY & CO.**

**DYERS**

and

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PILLS**  
A French Preparation for the Treatment of  
All the Disorders of the Digestive System  
and the Urinary Organs.  
It is the most powerful and reliable  
remedy for the cure of all the above  
mentioned ailments.  
**MARTIN'S  
APOLASTER  
PILLS**

**LEE YEE'S**

**HAIR DRESSING SALOON.**  
12, D'Aguiar Street,  
(opposite Hongkong Theatre.)

Razors Ground and Set,  
Children's Hair-Cutting,  
Noyals, Magazines,  
Ladies' Fashion Books,  
Toilet Requisites, etc.

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Mr. HUNDA and Mrs. HUNDA.  
14 years' experience.  
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Speak English. Good wages. If  
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**FOR SALE.—ONE OR TWO LOTS OF  
LAND**, in Jordan Road, Kowloon,  
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Ferry. For plan & further particulars  
apply Box 1258, c/o "CHINA MAIL."

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**TO LET.—GODOWN** at Yau-mat.  
For particulars apply to THE  
HONGKONG LAND RECLAMATION CO.  
LTD.

**OFFICES.—TO LET**, on the second  
floor of St. George's Building,  
TWO or FOUR ROOMS. Apply Box  
No. 1299, c/o "CHINA MAIL."

**MOTHERHOOD LAW.**

**A CURIOUS PROBLEM.**

PARENTAGE CASE OF FAR-REACHING  
IMPORTANCE.

Upon a question of motherhood the  
Lord Chancellor was faced with a  
curious problem in the divorce suit of  
Mr. Leonard Henry John Gaskill,  
engineer's apprentice, of St. George's  
avenue, Westcliff-on-Sea. Petitioner  
asked for his marriage to be dissolved  
with Mrs. Kathleen Ethel Gaskill on the  
ground of her misconduct with a man  
unknown. Respondent denied the charge.

Mr. O'Connor, for Mr. Gaskill, re-  
marked that the case had one or two  
unusual features. Petitioner stated  
that he was not responsible for the  
birth of a child to respondent on  
September 1, 1919. It was a matter  
of non-access. Mr. Gaskill was in the  
Royal Engineers and had leave from  
September 29 to October 3, 1918. He  
overstayed his leave by one day  
and returned to Borden on October 4,  
sailing for Salonica on October 12. He  
returned, in December, 1919. The  
position under these circumstances  
was that a period elapsed from  
from October 4 of 331 days, which  
was beyond the period of gestation.

Medical evidence called for peti-  
tioner was to the effect that the  
normal period of gestation was 280  
days, although information compiled  
during the war by the Germans showed  
that 300 days was a possibility. One  
witness stated that in French jurispru-  
dence legitimacy was admitted up to  
300 days, and in the Austrian Courts  
up to 307 days. No decision upon  
this matter had yet been arrived at in  
this country.

For the defence the doctor who at-  
tended respondent stated that she  
was abnormal in certain respects, and  
that it was possible petitioner was the  
father of the child.

The Lord Chancellor characterised  
the case as curious and difficult.  
Nothing was known to petitioner,  
and nothing had been adduced in  
evidence which reflected in any way  
on the conduct of respondent. The  
claim for relief was based entirely on  
an inference—said to be scientifically  
irrefragable—which the Court was in-  
vited to draw that 331 days was an  
impossible period of gestation. One  
or two other circumstances required  
consideration. Mrs. Gaskill consulted  
a Dr. Munro on May 9, 1919. From  
the facts stated by her, he drew the  
inference that the birth of the child  
would take place in July, an inference  
which must have been founded on a  
statement by the lady as to her state  
of health. Whatever inference ought  
to be drawn from that, it was evident  
that any decision on the facts of this  
case was very great importance.  
"My attention," added his lordship,  
"has not been drawn to any decision  
in this or in any other Court, as to  
the latitude which exists with regard  
to the period of gestation. To lay  
down any general rule might plainly  
lead to the greatest possible injustice.  
I do not feel satisfied that I have  
before me sufficient scientific evidence  
to form a satisfactory conclusion,  
and I shall adopt the course of direct-  
ing the attention of the Attorney-  
General to the facts, and I shall  
request him to attend as *amicus  
curiae* to argue the matter, and to  
call further medical evidence."  
The case was accordingly allowed  
to stand over.

**WHEN YOU EAT TOO MUCH.**

**CHAMBERLAIN'S** in the stomach after over-  
eating is relieved by taking one of  
Chamberlain's Tablets. Try it the next  
time you eat more than you should. It  
is sold by all Chemists and Grocers.

**EARLIER TELEGRAMS.**

(Reuter's Service to the China Mail.)

**IRISH PEACE CONFERENCE.**

LONDON, July 5th.  
The Sinn Fein have released the  
Earl of Bandon, who was kidnapped  
who was kidnapped when his residence,  
Castle Bernard, was burned down by  
armed men on June 21st.

LONDON, July 5th.  
The Lord Mayor of Dublin, Mr. Griffith  
("the Vice-President of the Irish Re-  
public"), Mr. Barton and other repre-  
sentative citizens went to Kingston-  
town, to receive General Smuts. They  
remained there an hour, but General  
Smuts did not arrive. His arrival is  
confidently expected this evening.

LATER.  
It has transpired that General Smuts  
was on board the steamer at Kingston,  
but did not appear, because he wished to  
avoid a public reception. Subsequently,  
when those expecting him had departed,  
he motored to Dublin and called on the  
Lord Mayor.

**COTTON TRADE OUTLOOK.**

LONDON, July 5th.  
Addressing the Manchester Chamber of  
Commerce, Sir Edwin Stockton, the Presi-  
dent, hopefully reviewed the trade  
position, and said that there was every  
reason to believe that it had turned the  
corner. There were distinct signs of a  
revival to come into the market. The  
big decline in values made trade easier  
to finance and the risk of loss was greatly  
reduced. These inducements could not  
fail to attract many far-seeing buyers.  
He was very optimistic about the pros-  
pects of the cotton industry, because the  
world could not wait indefinitely for its  
requirements to be satisfied and must  
return to cotton goods, owing to their  
comparative cheapness.

**MINERS AT WORK.**

LONDON, July 5th.  
In connection with the resumption of  
work at the coalfields in provincial  
arrangements have already been made on  
a moderate scale to resume coal ship-  
ments. The hope is expressed that ships,  
this month, will proceed to Port Said and  
India with coals. The ships after dis-  
charging the coal will be in a position to  
proceed to other Eastern markets to load  
homeward cargoes.

**SILESIAN SETTLEMENT.**

PARIS, July 2nd (delayed).  
In Oppeln, Silesia, occupation by Poles  
and Germans, respectively, in the dis-  
puted territories is proceeding in good  
order, the local police forces taking  
charge.—Havas.

LONDON, July 5th.  
The *Algemeine Zeitung's* Beuthen  
correspondent says that Allied troops,  
mostly British, marching in yesterday  
morning were acclaimed by the populace,  
but when people began to sing patriotic  
songs a French guard attacked them with  
rifles. Shots were then fired, and a  
French Major was killed and several  
French soldiers were wounded. The  
Frenchmen, thereupon, lost control, and  
attacked the crowd. Several women and  
children are reported to have been killed.  
Twenty citizens, including the first and  
second Burgomasters, were arrested as  
hostages.

**ANTI-PROHIBITION PARADE.**

NEW YORK, July 5th.  
Mayor Hylan reviewed a parade of  
several thousand Anti-Prohibitionists.  
Each individual wore a miniature liquor  
bottle on his coat lapel. Three hundred  
organisations, including a hundred  
Italian societies, were represented in the  
procession. The bands played drinking  
songs.

It was noteworthy that few women  
participated in the procession.

**ADMIRAL SIMS.**

NEWPORT (BAFORD ISLAND), July 5th.  
Admiral Sims, in a speech, urged that  
public discussion was a safeguard of  
public interest, and contrasted the atti-  
tude of the United States, forbidding  
public criticism of officers of Allied  
forces, with the attitude of some Euro-  
pean Powers, which actually rewarded  
beneficial criticism. Admiral Sims  
pointed out that since the Armistice,  
Lord Jellicoe, Lord Fisher, Sir Percy  
Scott, Admiral Sir Reginald Bacon and  
Field-Marshal Lord French had published  
books containing criticisms compared  
with which any criticisms appearing in  
America seemed very mild. Admiral  
Sims said Americans know less about  
the elements of warfare than the people  
of any other Great Power. A similar  
attitude could not be maintained in the  
future without a very serious risk.

**BANQUE INDUSTRIELLE DE CHINE.**

PARIS, July 4th (delayed).  
The Board of the Banque Industrielle de  
China thought fit, yesterday, to apply  
for the transactional (1) There is a strong  
hope that the bank will eventually ex-  
cite itself. The financial market is  
quite undisturbed. Money is easy.

Following the recent issue of the  
French Government's short term bonds,  
which proved an unequalled success—  
netting over two hundred millions  
working at par in twenty days—large  
issues of bonds by various cities, in-  
dustrial concerns and shipping com-  
panies are being readily absorbed by  
French investors.—Havas.

**CROWN PRINCE OF JAPAN IN FRANCE.**

PARIS, July 2nd (delayed).  
The Japanese Crown Prince, who visited  
the aerodrome at Le Bourget, near  
Paris. This is the most important  
aviation depot, which was used in June  
last by 400 aeroplanes, carrying over  
5,000 passengers and 20 tons of sundry  
freight.  
The Japanese officers and sailors, upon  
request of the Toulon Municipality,  
Toulon, at a brilliant festival inaugurated  
to celebrate the arrival of the Japanese  
Squadron.—Havas.

Mr. Byrillon gave a luncheon in honour  
of the Japanese Crown Prince, the other  
guests being the Duke of Aosta, Duke  
of Abruzzi, and a number of Gen-  
erals, diplomats and members of the  
Japanese Mission.—Havas.

**EARLIER TELEGRAMS.**

(Reuter's Service to the China Mail.)

**FIRES IN MADRID.**

MADRID, July 5th.  
Two thousand persons are homeless as  
a result of two fires. Cotton mill work-  
ers on strike tried to prevent the police  
and firemen from extinguishing the fires.  
Troops were called out whereupon the  
strikers temporarily retired.

**NEW TOTALISATOR.**

**BETS RECORDED ELEC-  
TRICALLY.**

**A TIP FOR THE JOCKEY CLUB.**

Interesting details regarding a new  
electric totalisator which prints its  
own tickets, and are called for  
by investors, and at the same time  
automatically records the bet on an  
indicator, are contained in a booklet  
forwarded to us by the New Electric  
Totalisator Company Ltd. of Bombay  
who have the handling of the pro-  
position in India. It is an American  
invention and appears to possess  
superior qualifications to the majori-  
ty of "lotto" at present in use. It  
enables betting to be carried on at  
booths on any part of the course  
right up to the ringing of the start-  
ing bell and even later than that.  
By means of a switch placed in his  
box the judge can at any time auto-  
matically lock every machine, and  
close the betting in an instant.

The figures indicating the number  
of tickets sold on each horse and the  
grand total are said to be large  
enough to be seen from any part of  
the enclosure. The recording ap-  
paratus can be used for straight out  
and place betting as required and  
tickets can be issued at the rate of  
120 a minute from each unit of the  
machine. Amongst other advan-  
tages, it is claimed for the machine  
that its working costs are low, its  
saving in the cost of tickets is great  
and no machine so far installed has  
ever had a breakdown or even a  
temporary jam.

What about one for Happy Valley?

**UNKNOWN WARRIOR.**

**AUSTRALIAN PROPOSAL.**

**VARYING OPINIONS.**

The St. Kilda (Vic.) branch of the  
Returned Sailors and Soldiers' Im-  
perial League has put forward the  
suggestion that the body of an un-  
known warrior should be transferred  
from Gallipoli or France to Melbourne  
and buried on Anzac Day of 1922.

The Premier of Victoria (Mr. Law-  
son) is unfavourable to the idea of  
burying an unknown soldier in Aus-  
tralia.

"I think everybody in the Empire  
approved of the burial of the  
unknown British warrior in West-  
minster Abbey," said Mr. Lawson.  
"It was a very fine conception, and  
it mattered in which effect was given  
to the manner in which the body was  
deposited. The highest tribute was  
paid to someone trying an ordi-  
nary soldier or soldier who laid down  
his life for his country. It would  
only discount or cheapen that very  
notable incident if it were repeated."

I see that it was suggested that  
a proposal for a similar burial in  
Victoria should be submitted to the  
States Government. To have sepa-  
rate burials in each State would be  
even less desirable than one for all  
Australia; but let us be content  
with the Westminster Abbey burial.  
For aught we know to the contrary  
the hero laid to rest in the Abbey  
may be an Australian. Whosoever  
he is or whatever section of the  
Empire sent him, we claim kindred  
with his sacred clay. He is our hero  
as much as he is the hero of any  
other part of the Empire. His tomb  
is a symbol of British unity."

Dean Talbot of St. Andrew's  
Cathedral, who acted as senior  
Anglican chaplain with the A.I.F. in  
Egypt and Gallipoli, said: "I think  
it would be a great comfort to those  
whose boys were killed if the body  
of an unknown soldier were brought  
to Australia. Its burial place would  
provide a unique national memorial,  
and would be a solace to the relatives  
of the unidentified dead. Sentiment  
would be as deeply stirred here as it  
was in England."

**GIANT SUNSPOT.**

**90,000 MILES SEEN NO LARGER  
THAN A PIN'S HEAD.**

The wonderful new sunspot the  
appearance of which was coincident  
with the great electrical storm which  
so upset telegraphic and telephonic  
communication in Europe and the  
United States was shown to a re-  
porter at Greenwich Observatory by  
the courtesy of Sir Frank Dyson, the  
Astronomer Royal. The "spot" is  
calculated to be over 90,000 miles  
long.

The image of the spot was reflected  
from the eyepiece of a telescope on to  
a piece of white cardboard, and though  
it looked little larger than a pin's head,  
the Astronomer Royal describes it as  
"a nice big one."

The sunspot and the magnetic  
storm are undoubtedly connected,"  
said Dr. A. C. D. Crommelin, the astro-  
nomer, "and the spot is probably  
the cause of the storm."

Every day records are taken at  
Greenwich of electrical disturbances.  
At the extremities of the magnetic  
needles are tiny arrows from which  
light is reflected and a photographic  
record secured of the movements of the  
needles. On a normal day the move-  
ments are fairly slight, but in the  
past few days the records have  
shown remarkable movements.

The magnetic storm began to brew  
on a Friday afternoon and on the  
Saturday the magnets were so affect-  
ed, that the graph suddenly trailed  
completely off the paper and trace  
of it was lost. After a few hours it  
appeared again on the edge and  
gradually resumed its normal course.  
It is very seldom that so violent a  
storm is "recorded."

**WOMAN'S GREATEST  
ENEMY**

is Constipation, and it is equally a  
curse to men. Constipation makes  
men and women thin, sallow and ill-  
tempered, is the cause of coated tongue,  
foul breath, liver troubles, bilious attacks,  
pimples and sick headaches.

To cure constipation and the ill aris-  
ing therefrom, Flakettes are per-  
fection, they act so gently yet so effec-  
tively. Try them to-night, you'll feel better  
in the morning.

Of chemists everywhere. Flakettes  
are also obtainable post free at 60 cents  
the tin from Dr. Williams' Medicine  
Co., 93, Beethoven Road, Shanghai.

**THE KING'S HOBBY.**

**HIS MAJESTY AS COLLECTOR  
OF STAMPS.**

The King has consented to  
his name to appear at the head  
roll of distinguished philat-  
elists, instituted by the eight Philatelic  
societies of Great Britain, which  
opened at Exeter, the other  
stamp collectors, dates back to  
midshipman days on board the  
Bacchante. His earliest collec-  
tion was formed under the influence of  
uncle, the late Duke of Edinburgh,  
who in those days was Presi-  
dent of the Philatelic Society, London (now the  
Royal Philatelic Society). In a  
letter to a correspondent some-  
back the then Duke of York wrote:  
"It is one of the greatest pleasures of my life."

His Majesty's association  
stamp collecting dates back to  
midshipman days on board the  
Bacchante. His earliest collec-  
tion was formed under the influence of  
uncle, the late Duke of Edinburgh,  
who in those days was Presi-  
dent of the Philatelic Society, London (now the  
Royal Philatelic Society). In a  
letter to a correspondent some-  
back the then Duke of York wrote:  
"It is one of the greatest pleasures of my life."

The Royal collection rapidly  
grew to be one of the first importance  
evidence of study and research  
shown in some instructive papers  
displayed presented before the  
Philatelic Society, London. In  
1890, when Duke of York, he suc-  
ceeded the Duke of Edinburgh as  
Hon. President of the Society,  
and mainly through his in-  
fluencing the Society received the  
Royal Charter in 1907. His Maj-  
esty still retains his connection with the  
Philatelic Society as its honorary patron,  
and abroad the King has been  
frequent exhibitor. Nowadays the  
Royal exhibit is usually entered by  
himself, but before his accession the  
then Prince of Wales gained many  
awards for his stamps.

The King's stamps are under the  
care of Mr. Edward Denny Bacon,  
M.V.O., President of the Royal  
Philatelic Society, who was appointed  
curator in October, 1913.

**CRAMP COLIC.**

NO need of suffering from cramp  
in the stomach or intestinal pa-  
thos. Chamberlain's Colic and  
Diarrhoea Remedy never fails to relieve the  
most severe cases. Get it to-day, there  
will be no time to spend for it after the  
fact comes on. For sale by all Chemists  
and Storekeepers.

**Zoom!**  
—as the fliers say—

Chesterfields certainly  
are "zooming"—going up!

Fastest-growing cigarette in the country—fact.  
One of the few really great blends of cigarettes  
tobacco. Finest Turkish, blended with mellow  
Burley and other choice domestic tobacco—and  
blended in a way that can't be copied—that's  
Chesterfields.

Packed, too, in an air-tight package that keeps  
'em fresh till smoked.  
Satisfy? Well, say—have you tried 'em?

LIGGETT & MYERS TOBACCO CO.

**Chesterfield**  
CIGARETTES

*They Satisfy*  
—and the brand can't be copied—



## SPARKLING MINERAL WATER.

**Pyeris**

An exact reproduction of a well known spa. Blerds perfectly with spirits, especially Whisky.

**A. S. WATSON & CO., LTD.**

AERATED WATER MANUFACTURERS.

Telephone No. 438.

**Wm. Powell Ltd.**  
TELEPHONE 346

## NEW SPONGE CLOTHS

JUST RECEIVED A VERY NICE SELECTION OF THIS IDEAL MATERIAL FOR TENNIS ETC., IN ALL THE LATEST AND FAVOURITE SHADES.

WHITE LEMON  
SKY PINK  
GOLD MAUVE  
PALM BEACH  
COPPER—BUFF—CHERRY

PATTERNS WILLINGLY SENT.

### We Specialize in

Social and Business Stationery,  
Loose Leaf Binders and Books,  
Novelties for the Home and Office,  
Dennison's Xmas Decorations.

INSPECTION SOLICITED

**DER A. WING & CO.**

60, Des Vaux Road, CENTRAL.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, JULY 6, 1921.

### REFORMS AND THE MAN.

Contemplative age notices that the world goes on very much as Rheims did after the complicated curse in Angoldsbay, when nobody seemed a penny the worse. Following curses or reforms, man manages to maintain his human average. The Abbe Coignard says that "after reforms men are as before, selfish, avaricious, cowardly, cruel, stupid, and furious by turns." This condition is stable, and nothing could shake it, for it is founded on human misery and imbecility, and those are foundations which will never be wanting. Blatchford subjoins Shakespeare as a witness against Anatole France, with "What a piece of work is man! How noble in reason! How infinite in faculty! In form and moving how express and admirable! In action how like an angel! In apprehension how like a god! The beauty of the world! The paragon of animals!" Here the witness should leave the floor if it is to be left alone, but Hamlet goes on: "And yet, to me, what is this quintessence of dust? Man delights not me, and that we are left to understand that the conclusion of the whole matter. The witness has not helped the case for the defendant. Philip Gibbs is a witness who has. He contributes a very thoughtful leader to his *Review*, saying that the British people are wiser than they appear in the mass. "They are more spiritual than they are material," he says. "They have subconsciously convictions and ideals. And yet they have a sense of humour, a kind of good-natured cynicism, an instinct of fair-

play, which prevents the mass of them from being inflamed by any passion of reform, any passion of hate or any wilfulness of revolt. They are against extreme views of any kind, good or bad." They take "hot air," as they call it, for what it is worth, and in their opinion it is not worth much. At the same time, Philip Gibbs says, they are angry—and getting angrier—with a Government which seems to play always into the hand of merchant adventurers whom they suspect of gross profits out of their labour by an artificial inflation of prices, by refusing to sell huge stocks at less than those monstrous profits, and of engineering unemployment in order to force down wages and to bid their time until there is a new demand in the world, markets for the stocks in hand. They are not out to smash capital, but they desire satisfaction and blood-money from the profiteers who gorged themselves fat out of the chance of war and out of the massacre of boys, and now will not lift a hand to help the men who said and enriched them. How would such an analysis come out here in Hongkong, where we have agitators and reformers too? What are the characteristics of Demos in Hongkong? What, especially, are the characteristics of our agitators and reformers? Both shrewd intelligence and heroic bravery will be required by the answer, unless—Hongkong fashion—he does it anonymously. Probably here as at home, all these witnesses notwithstanding, mankind is best described by the image of Proteus. Each man in his time plays many parts, and the mood of the moment is his ethic for the time. When he feels optimistic, optimism is the only truth, and he forgets that he has ever felt otherwise. No doubt Periklymenes, dying on the chariot of Heracles, felt more like a hero than like Periklymenes, and no doubt your reformer, at the top of his exaltation, feels a devil of a fellow. Yet your reactions flatter may be

chivalrous on the golf links, and your righteously indignant tenant may underpay his amah or his boy. It is a disconcerting thought, but of such is Leviathan. How noble in reason! How good-like in apprehension? Well, hardly.

### LOCAL AND GENERAL.

A notice of interest to creditors of the Victoria Cafe Co., Ltd. (in liquidation) appears in our advertisement columns.

The C.P.O.S. "Empress of Japan" is expected to arrive here at 7 a.m. on July 7, and will berth at Buoy A4, not Kowloon Wharf.

Local book-lovers are meeting this evening in the Sanitary Board room to start a Book Club. Their meeting is timed for 5.15.

Line on *Morning Post's* poster: "Our Weather." Now that they know who admits responsibility, the authorities should take action.

The Hongkong General Chamber of Commerce Chinese language school closes on Friday, July 8, and reopens on Monday September 12 next.

Having been knocked down by motor car No. 264 in Queen's Road East yesterday afternoon, a Chinese had to go to the Government Civil Hospital for treatment of minor injuries.

Messrs. Lammert Bros. will auction 280 bundles mild steel corrugated structural grade bars 40" x 3 3/8" at a godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Yaumatei, at 11 a.m. to-morrow.

Loading a truck with vegetables outside the Central Market yesterday afternoon, a stall feller stumbled and fell down a flight of stone steps, injuring his left ankle so badly that he had to be removed to the Government Civil Hospital for treatment.

The proposed War Memorial in honour of those men of the F.M.S. who died in the War is to be erected shortly in the shape of a cenotaph in the Federal Capital on the route of the new Victoria Avenue. The estimated cost is not to exceed \$100,000 towards which the Government will grant a fair subsidy.

A punkah-boy employed at the Wellington Barracks was this morning charged before Magistrate Orme with the theft of a pair of khaki trousers which Lance Corporal Hines of the Wiltshire Regiment had spread on the verandah rail to dry. The Magistrate sent the defendant to the Lai-chekook prison for two months.

At noon to-morrow, at No. 1A Duddell Street, Messrs. Lammert Bros. will auction a quantity of electric fan coils and afterwards at the Duddell Street salesrooms 4,000 yards canvas, two casks ready mixed white paint, two casks ready mixed green paint, 15 rolls triangular wire mesh, three cases infant's hosiery, and one case needles.

Magistrate Orme this morning imposed a fine of \$1,500, or, in default six months' hard labour, on a Chinese charged with the unlawful possession of 20 tins of prepared non-Government opium. Defendant was searched when leaving the a.s. "Shuncheung" yesterday soon after her arrival from Kauchauwan. The drug was found tied round his waist under the girdle.

Two Chinese were this morning charged before Magistrate Orme with the unlawful possession of 10,000 dutiable cigarettes. The man in charge of the cigarettes when they were seized by the Revenue Officers alleged that he was paid by the other man to help the contraband. The other man admitted this statement, declaring in turn that he was employed by Mr. Leg d'Almeida, who appeared for this man, asked for a remand until Monday, stating that the person his client said had employed him was a cigarette dealer in Chengchow, whom he would like to call as a witness, as there was a possibility that the duty had already been paid on the cigarettes by the dealer. Discharging the other man, the Magistrate remanded Mr. d'Almeida's client until noon on Monday.

The Public is still puzzling over the telegraph date enigma, says the *Singapore Free Press*. If Hongkong could get its telegrams through Singapore one day after the London date—how is it that Singapore had to wait seven days. The latest example is via Ceylon. A telegram London June 21, can be despatched to Colombo, published in the papers there, sent on to Kuala Lumpur, and thence to Singapore, arriving here on the 22nd. But Radio direct service to Singapore only went up to June 19th. Some of London's telegrams at Liverpool must have worked loose in the cables and brought relatively late action. (1) The shorter the distance the longer the time, or the part is greater than the whole; (2) All the parts added together are less than the whole; and (3) the further you round in the shortest way through.

### SPECIAL CABLES.

#### RUBBER SLUMP.

OUTLOOK VERY BLACK.  
COMPLETE CESSATION OF TAPPING URGED.

[China Mail Special.]

SINGAPORE, July 5. The rubber restriction committee recommends the Government to appoint a small committee to go fully into the rubber position and make suggestions. The outlook remains very black and a complete cessation of tapping is urgently recommended.

#### CAPITAL CHARGE.

ONE DEATH FOR TWO.

[China Mail Special.]

SHANGHAI, July 5. In the jury trial of K. Peter, the Cingalese charged with the murder of two Chinese shopkeepers on June 5 in Shanghai, the death sentence was passed by Judge Skinner Turner.

#### SHANGHAI RICE.

SITUATION IMPROVING.

[China Mail Special.]

SHANGHAI, July 5. The rice situation is evidently improving. It is probable that licensing will be agreed to.

### NOTES FROM MALAYA.

A correspondent from Malaya writes: Penang used to be en passant in the *Straits Times*. It is now passed. Nothing doing. Rubber's gone to pot for the next five years and rubber estates are being sold at the price of cleared jungle. More offered than sold be it noted. There was a slight improvement in local trade last month, a flash in the pan that has been followed by greater depression which is not likely to be left until conditions in Europe improve. The coal strikers are blamed for playing Germany's game and the bright suggestion has been made that we ought to rope in a couple of million German slaves to dig our coal and let our miners leave the shores of the land that they are trying to ruin!

A couple of patriotic gentlemen annoyed at the ubiquitous supplies of German beer in Penang and the position of the German gun in front of our Supreme Court shifted a considerable quantity of the former; and then proceeded to shift the latter, to the E. and O. Hotel, the other day. They gave Penang, the first laugh that it has enjoyed for years. What is their reward? A summons! Calling upon them to answer a charge of mischief preferred by an indignant police inspector! The case will be heard on 30th inst., and, if the brave youths are in good form, there should be laughter in court! Another legal sensation will be the appeal of a police inspector from a conviction of defamation and a fine of \$200. This gentleman was found guilty of having expressed the opinion that all was not well with the servants of a certain public institution. He denied the soft impeachment. The case being one of local interest was conspicuous by its absence from the local papers. Meantime our Governor is doing a lot of good work in an unobtrusive way. He has made the authorities get a move on with the Penang light railway and among his minor reforms is an improvement in the diet of civil prisoners and of gentlemen languishing in jail under remand pending their trial.

### NEW DIOCESAN-BOYS SCHOOL.

The Hon. Treasurer of the Diocesan New School Fund began to acknowledge with thanks the following donations to the New School which have been either promised or paid into the bank:

Mr. H. M. H. Nemesse	\$10,000.00
Mr. G. A. Pennearth	3,000.00
Schoolers' Peace Fund	
1919	1,000.00
Schoolers' Fund 1920	1,000.00
Schoolers' Brick Fund (June to July 1921)	2,700.00
The Kowloon Sea Yacht Kai Fong Ferry Co., Ltd.	1,000.00
Rev. W. T. Featherstone	1,000.00
Mr. E. H. Ray	250.00
Mr. W. G. Lay	100.00
The Hon. Mr. H. W. Bird	100.00
Mr. H. C. Resker	90.00
Dr. W. B. A. Moore	25.00
Mr. W. R. Sayer	10.00
Mr. E. R. Valentine	10.00
H. K. Westpaper Fund (for Mr. C. Gerken)	20.00
Total	\$20,314.00

A. Stephen, Hon. Treasurer;  
E. Wilson, Asst. Hon. Treas.  
W. T. Featherstone, Secretary.

### HONGKONG'S HEALTH CONDITIONS.

MRS. NEVILLE ROLFE'S CRITICISM.

PROTEST BY DR. KOCH.

Strong exception was taken by Dr. W. V. M. Koch at yesterday's meeting of the Sanitary Board to what he termed "a very curious statement" made by Mrs. Neville Rolfe, a member of the Commission on Venereal Diseases that passed through the Colony a short while ago. Published in the *British Medical Journal* the statement alleged that in Hongkong "public health conditions were disgraceful."

The members of the Board present were: Mr. G. R. Sayer (President), Mr. Chow Shou-sun, Mr. S. W. Tso, Dr. Koch, Mr. C. G. Alabaster, the M. O. H. (Dr. W. W. Pearce), and the Secretary (Mr. Reynolds).

Dr. Koch said: I think a protest should be made against a person who passes through a place for a day or two making a statement like that. I do not think it is justifiable that a statement like that should be spread broadcast throughout the medical world by appearing in a paper of the importance of the *British Medical Journal*. Medical people outside Hongkong will think this place is a disgrace to civilization. As a matter of fact, from my personal knowledge of a great many Eastern and Western cities, I think public health conditions in Hongkong are marvellously good. Sanitation is very carefully looked after—I do not say that because I happen to be a member of this Board. Public health conditions are very excellent indeed, considering the difficulties with which we have to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to write and contradict.

Mr. Chow Shou-sun agreed with Dr. Koch that a person passing through a place on a short visit should be more careful than to make such surprising remarks. In this case, however, as the Sanitary Department was, in a way, an interested party, he thought a contradiction would best come from an authority outside the Sanitary Board. The President: Personally, I feel I can take absolutely no notice of it at all.

Dr. Koch: Just as you please, sir. I thought it would be of interest to the Board to know the opinion expressed by a member of a Commission which carries some weight in England.

Dr. Pearce (the Medical Officer of Health) said he did not know where the member of the Commission got her information, for during the time she was in the Colony she did not approach him for any information about public health or for any statistics. She might have approached some other Government medical officer or some member of the Board.

Mr. C. G. Alabaster: She did not put herself in touch with the Board, I understand?

The President: I had the pleasure of being introduced to her outside this Board room and offered to help her, but she did not want any communication with me at all.

The extract from the *British Medical Journal* referred to by Dr. Koch is part of a report of a conference at which members of the commissions sent out by the National Council for Combating Venereal Diseases made reports. The issue is dated May 14, 1921, (p. 717). We quote the report of Mrs. Rolfe's speech in full, as follows:

Mrs. Neville Rolfe (Educational Commissioner to the Far East) said that the four ports which were visited by herself and the Medical Commissioner (Dr. Robert Hallam) were Shanghai, Hongkong, Singapore, and Colombo. At Shanghai a site was chosen for a clinic for seafarers, leaflets had been drawn up to be given to every incoming sailor telling him where he could get free treatment, and the authorities had promised that the surplus on next year's budget should be earmarked for this campaign. A specialist had been sent for from Europe, and immediately on his arrival the clinic would be started. In Hongkong, where public health conditions were disgraceful, reform was a slower matter, but the Commission was able to organize Chinese and British opinion in the colony that the authorities were at last convinced that in carrying out the recommendations of the Commission they would be falling in with popular sentiment. In Singapore the principle of free treatment facilities had been accepted by the Governor, who had

### CAN YOU AFFORD THE RISK?

Where you are faced with a more or less of even odds, or a disease without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take a chance. A dose or two will save you. A doctor would surely be called, and he would tell you in the most severe and dangerous cases for sale by all Chemists and Dispensaries.

### CORRESPONDENCE.

THE RETURN OF REK RAB.

[To the Editor of the "China Mail."]

Dear Sir,—“Harried Tenant,” was quite as unfair to me as your “Adversarius,” but was less gentlemanly. Why should he go beneath my pseudonym? If he knows me, he must know that I am not a sack-renting property owner; but only a harmless person seeking the truth. It is considerate of him to credit me with straight forwardness, although a Robber or an approver, gifted, as I understand, with purity and simplicity, but lacking common sense and intelligence. “Harried Tenant” must be a thought-reader, and invaluable as a teacher by “Motto” of probably all the virtues. Assume that I am a house-lefter. Might it not have been due to my thrift, saving, economic living, etc. What has he done to help himself? Has he lived beyond his means, in houses too grand for his station in life? If so, why does he complain? I have no axe to grind. I am not employed by any Hongkong newspaper. Only I am interested in such public questions, and desire fair discussion of same. His half column of tough helps no one to learn, neither does it crush me as he seems to expect. It would be kind, Mr. Editor, if you would underline his drift, which I fear I miss. As for your Adversarius, it is a waste of time to talk with him. He is a mountebank who makes fun of everything. I will only point out that he has no right to talk of grabbing landlords, since his confession that he tried to buy a \$2,000 yacht for \$700. Did his disappointment in having to use a sampan instead account for his dullness last Saturday? As for your editorials, Mr. Editor, to reply to your many points would need more space than I feel sure you would be disposed to spare. Too many points are dealt with and not one cleared up. I ask you to define Trader, why a dealer in house-letting should be excused, why in any event he is a Robber because he gains his own living or try to and if he fails his customers will not help him. Increased population makes the demand, and people like “Harried Tenant” must not expect to be spoon-fed. Everyone has the chance to be provident but not all are, and some who would not help themselves weep for the Government to help them. With regard to accusing you of suppressing my letter I am sorry. Rest assured I am in no way annoyed because you may not publish all I send. I cannot express my thoughts as I wish and your selections and criticisms of my letter were instructive. I think you were a bit too sensitive and inclined to read between the lines too broadly. I did not mean you had “suppressed” my letter in a bad sense but by not publishing same my point was unanswered, hence my further letter. I have no personal interest in house property and when you ask me to persuade Government to control other prices besides rent are you not shunting your own work as leader and teacher as the press is on to me? The Government seems to me to blame for not tackling the house shortage right when it was first pointed out, preferring to help rich companies rather than small fry who would willingly have built their own. But for this time I have used enough of your space, and must again sign myself

Yours truly,  
REK RAB.

agreed that the problem should also be considered for the Federated Malay States. In this part the president of the branch of the Society for the Prevention of Venereal Disease was also joint honorary secretary of the branch of their own National Council; the special point of difference which had arisen here simply did not exist when dealing with an illiterate native population. Colombo was the cleanest port visited, and compared very favourably with any English port; at Colombo the women were denied access to the ships. It had been the aim at every port to form a welfare association for the provision of recreational facilities for the mercantile mariner.

### PEAK CHILDREN'S PLAYGROUNDS.

The only other business not of a routine character was a motion by Dr. Koch that the Government be asked to provide lavatory accommodation for children in the two playgrounds at the Peak. Dr. Koch said he was surprised that the accommodation had not always been provided. Mr. Alabaster seconded the motion.

The President opposed, on the ground that the playgrounds were temporary and that the accommodation would probably be used, not by the children, but by adults and children. It would also be very expensive to provide—\$450 for each lavatory. This was a matter suggested by the President, for if lavatory Peak residents and not for a charge on the public purse.

Mr. Alabaster said the cooler stand was some distance away and was provided with lavatory accommodation. All the unofficial members of the board voted for the motion, which was carried.

### THEATRE ROYAL.

H. B. WARING CO.

“THE ADVENTURE OF LADY URSULA.”

Already firm favourites here the H. B. Waring Comedy Company scored another success at the Theatre Royal last night when they presented the “Adventure of Lady Ursula,” a romantic comedy of the 18th century, in which the players appeared in the picturesque costumes of the period. The play was full of interest throughout its four acts. There were many exciting moments.

The story, which gave the players fine scope for their talents is an interesting one. Sir George Sylvester (Mr. Charles Quartermaine), disappointed in love, vows that no woman shall again enter his house. Lady Ursula Barrington (Miss Jeanette Sherwin) takes a wager with Miss Dorothy Fenton (Miss Edith Smith) of her brother, the Earl of Hassenstein, that she will gain admittance. Accordingly she shams faint outside Sir George's house, but that gentleman only sends his “compliments to Lady Ursula, and bids her make herself comfortable in the Porter's Lodge.” Earl Hassenstein who arrives at this inopportune moment, promptly challenges Sir George to a duel for insulting his sister. Lady Ursula's chief concern now is how to stop this duel, and she decides to plead with Sir George personally. Accordingly she disguises herself as her younger brother, Sir Walter Barrington, then absent in France, and gains admittance to the forbidden house. She succeeds in her mission, but Sir George insists that the supposed Sir Walter shall take him to Earl Hassenstein and Lady Ursula and explain matters. That of course is out of the question, and while Sir George is preparing for the journey to London, Lady Ursula escapes and goes to Earl Hassenstein's London lodging. The Earl who holds the King's commission, is away on guard. Lady Ursula, still in her male attire, refuses to announce herself, and is soon in trouble with one of Earl Hassenstein's brother officers who challenges a duel when Sir George makes his appearance. Having already suspected “Sir Walter's” real identity from the discovery of a lady's handkerchief in his house, Sir George testily demands an apology for “leaving him in the lurch.” This “Sir Walter” refuses and they quarrel. Sir Walter, as the challenged, elects to duel with pistols, only one of which must be loaded, but at the last moment Sir George refuses to proceed with the duel and returns Lady Ursula's handkerchief with a request that if she should forgive his ungracious conduct she should hand it to him herself. Awkward situations arise in Sir George's house when Earl Hassenstein enters to seek Lady Ursula and finds there his fiancée who explains that she is on the same errand. Earl Hassenstein insists that Lady Ursula is in the house, and while they are searching the place Lady Ursula appears in quest of Miss Fenton. Sir George receives her and tells her what has happened. She hides behind a curtain. Earl Hassenstein returns and apologises to Sir George for doubting him and says that he will be satisfied if Sir George will give his word of honour that Lady Ursula is not in the house. Sir George is about to pledge his honour when Lady Ursula makes her appearance and explains matters. She then presents her handkerchief to Sir George who accepts it with the words: “You chose the loaded pistol. I fall.”

The role of Lady Ursula gave Miss Sherwin ample scope to demonstrate her versatility, while Mr. Quartermaine was at his best as the courtly Sir George. The other members of the cast supported the principals well, and helped to make the play convincing. The humorous part was in the safe hands of Mr. Christian Morrow who made the most of the possibilities of the Rev. Mr. Blimbo and provoked many good laughs.

### TONIGHT'S PLAY.

MR. QUARTERMAINE'S TRIUMPH.

Mr. Charles Quartermaine's splendid performance during the H. B. Waring Company's visit will long be remembered in Hongkong. Rarely indeed has it been the good fortune of local theatre-goers to have such excellence in acting, and it is a matter of the keenest interest to note that to-night Mr. Waring has billed a really beautiful little play which is the seal of quality on Quartermaine's work. “Don” was written by Rudolph Besler and the character was actually created by Mr. Quartermaine in London. Critics at the time hailed his performance as a remarkably fine one.

### TYPHOON WARNINGS.

The telegrams quoted below were received by the American Consulate General from the Manila Observatory.

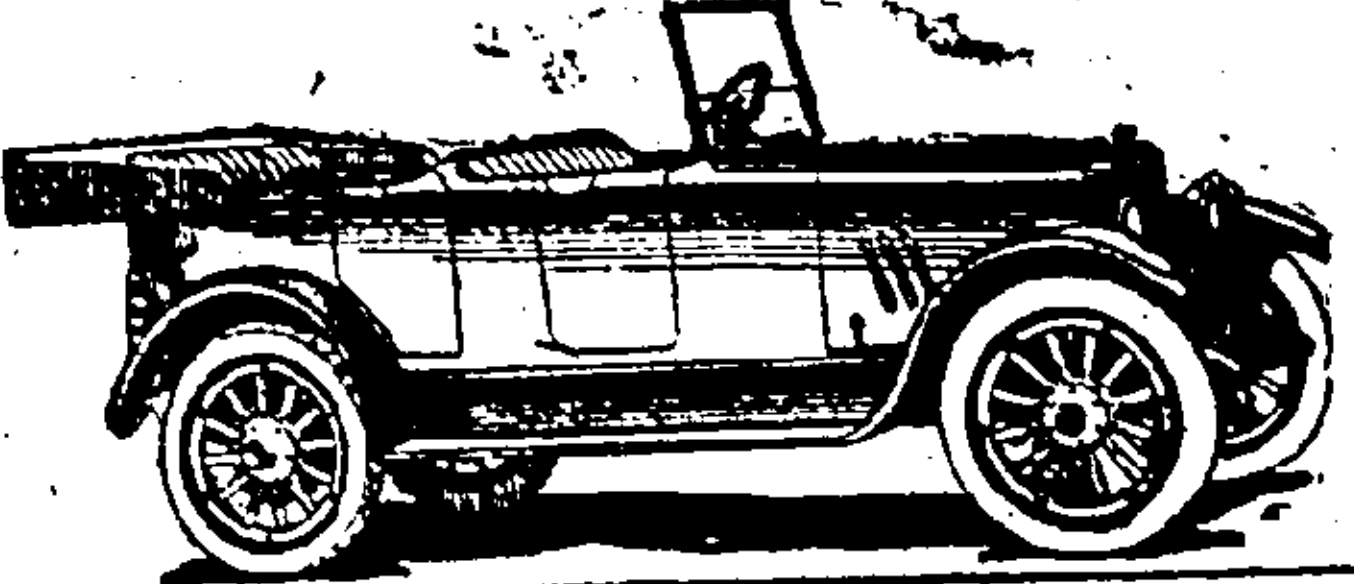
At 11 p.m. July 5.

117 feet long. 2-15 deg. Lat. N. moving West.



**MERCURY MOTOR CAR CO.**

59-61 Des Voeux Road Central, HONGKONG.



## OPIUM ON STEAMERS.

TWO STEAMSHIP COMPANIES FINED \$1,000 EACH.

QUESTION OF RESPONSIBILITY.

ALTERATION OF ORDINANCE SOUGHT.

Fines of \$1,000 were this morning imposed by Magistrate Orme on the Kwong Ming S. S. Co., and the Kwangtung S. S. Co., respective owners of the s.s. "Taiming" and the s.s. "Leongkwong," both river steamers which they were charged with having allowed to be used for the transportation of illicit opium.

The hearing of the charge in respect of the "Taiming" was taken first.

Mr. N. L. Smith said that the case was a very simple one. The opium (222 taels raw and 25 taels prepared, valued at \$780) was found concealed in the dynamo casing under the dynamo, where it was clear to the view of anyone looking for it.

Mr. G. Hall Brutton, who appeared for the Company, said that he had no opinion but to plead guilty, because although he could prove that all precautions had been taken to prevent smuggling, it was impossible for him to prove that the crew had been implicated, as two Chinese members had left the ship, and three others had been discharged. He would like to point out, however, that the dynamo casing was open to the free access of the passengers as well as the crew. This was a hard case in which the owners and officers of the ship were innocent yet were not in a position to call all the members of the crew to say that they had not had anything to do with the opium.

Replying to the Magistrate, Mr. Brutton said that the dynamo was under the care of the Chief Engineer, and while he could prove that this officer had taken all precautions, it was useless as the Ordinance now stood, to do so without producing all the crew. The casing was on the passenger deck, and there were three means of access to it. The dynamo, of course, was used only at night to light the ship.

His Worship said that he had inspected the casing and could not form any opinion with regard to the hollow in which the opium was concealed. He could not say if it was a fault in construction or was there for any particular purpose.

Mr. Brutton said that the hollow was necessary so as to give the wheel space in which to revolve. Mr. Smith said that he did not see any reason why the block should be removable.

Mr. Brutton said that was for the purpose of cleaning out the dynamo. Mr. Smith: There is a grating on top of it. In a small ship like that I can't understand why the engineer could not take more care of the dynamo.

The Magistrate: Yes, a little more care and it could have been prevented. Mr. Brutton: I can prove that all possible care was taken by the engineer, but unless I can take a step further and prove that none of the crew was implicated, what is the use? It is a hard case in which the owners and officers are innocent but cannot prove it to the satisfaction of the Court within the provisions of the Ordinance.

Mr. Smith said that this was not such a flagrant case as some of the previous ones, and if the Company would undertake to take more care in future, that was all he was concerned with. He did not want to press for a heavy penalty.

Mr. Brutton said that there was no doubt every possible precaution had been taken by the officers and crew. The latter were specially paid to search the ship, and as it was to their interest that the opium be found outside Hongkong, it was reasonable to suppose that they did their best. Notwithstanding that the opium was not detected.

The Magistrate imposed a fine of \$1,000.

## COAL BUNKER FIND.

OWNERS OF "LEONGKWONG" CHARGED.

Mr. M. K. Lo appeared for the Kwangtung S. S. Company, owners of the s.s. "Leongkwong," charged with a similar offence.

Mr. Smith said that the opium (468 taels raw, valued at \$936) was found in a spare coal bunker.

Mr. Lo said that this was one of the usual cases where one or two of the Chinese crew had disappeared, and consequently he could not prove that the crew had not been implicated.

Therefore there was nothing for him to do but to enter a technical plea of guilty. As all reasonable precautions had been taken by the owners and officers, the only matter he was concerned with was the question of penalty, which he submitted should be a nominal one.

Mr. Smith said that the spare bunker was empty excepting for the opium, which was covered over by a board. He thought this bunker came under the purview of the Chief Engineer.

The Magistrate: It is not open to the public?—No. Then that disposes of the first point, and the only other one to be dealt with is whether or not due precautions were taken.

Chinese Revenue Officer No. 1 said that he boarded the ship at 7 a.m., on June 19 to search for opium. To enter the spare coal bunker, which was between two others, he had to crawl through a man hole. There was about half a ton of coal in the spare bunker, just enough to cover the floor of the bunker and the board under which the opium was concealed in three kerosene tins.

Mr. Lo: There was no coal.

The witness: There was some.

Mr. Lo: It has been mentioned that the bunker was empty.

Chief Preventive Officer Watt said that there was no coal, but some coal dust.

Mr. Lo: Qu'ie. If there are two bunkers one on each side of this space, which I shall prove is not a spare bunker, one would expect to find coal dust in it. It is no use the witness saying there was coal in it. I can't understand his attitude unless it is to help secure a conviction.

The Magistrate: In any case, that point is not relative to the case.

Mr. F. P. Engelbrecht, Chief Engineer of the "Leongkwong," said that the place where the opium was found was not a spare bunker; it was what they called a "strum." The board over it could not be fixed as it would hinder the operation of pumping ship in case of bad weather. He had had 15 years' experience on ships, including many large ones, and the construction of the "strum" was always similar to those on the "Leongkwong."

"We have many 'strums' on the ship," added the witness, "and it is only thing we can do as a precaution after this case is to put bars over them. But then they will have to be pulled off before the ship can be pumped, and if the vessel happens to be on a rock, the time wasted in pulling off the bars might cause the ship to sink. After all, the safety of the ship comes first."

Replying to Mr. Lo, the witness said that he was satisfied that he had taken all precautions to prevent smuggling.

Addressing the Magistrate, Mr. Lo said that he should not be particular what precautions were taken. What should concern him was whether or not the precautions that had been taken were reasonable. He submitted that in this case it was the owners' and officers' misfortune but not their fault that opium had been concealed in the "strum." He asked for a nominal fine.

The Magistrate said that there was the question of the responsibility for the crew.

Mr. Lo said that in spite of the agreement made out in Chinese by the Comprode and the security required, smuggling was too tempting a trade to deter, say, a stoker.

Mr. Smith said that he doubted that a stoker was responsible for smuggling so elaborate. Remarking that he did not think Mr. Lo suggested that a stoker was responsible in this case, the Magistrate imposed a fine of \$1,000.

Mr. Lo said that he would welcome an opinion by the Magistrate on the point whether or not he considered reasonable precautions had been taken by the owners and officers in this case. He said that it was merely with a view to applying to the Government for some alteration to the Ordinance that he was making the request.

The Magistrate said that he had not been convinced that every member of the crew had taken full precautions. Consequently he could give no opinion on the matter. If it would satisfy Mr. Lo, however, he would say that the witness he had heard had been as cautious as he thought possible.

MAINE MISDOINGS.

Three boatwomen were fined at the Marine Court to-day for being unlawfully alongside the s.s. "Golden State," at a time when there were already five boats alongside of the vessel.

## SHIPPING COMPANIES' LIABILITY.

FOR SMUGGLED GOODS.

INTERESTING TEST CASE.

The amount of liability resting on shipping companies in respect of dutiable goods smuggled on their ships under false description was a point which cropped up in a case heard at the Magistracy yesterday before Mr. G. N. Orme.

Mr. N. L. Smith summoned the Yuet On S. S. Company for failing to report to the Imports and Exports Office the importation of tobacco.

The defence was that all reasonable precautions were taken but that the cigarettes were consigned as joss sticks and the packages had no indication that they contained tobacco; there was nothing about them to arouse the suspicions of the shipping company.

The Magistrate had adjourned the case to consider whether the defendants had a case to answer, and he now informed Mr. M. K. Lo (for the defence) that it seemed to him a statutory duty was thrown on the defendants, and it was for them to discharge a certain onus—to show that they took all reasonable precautions. If, through their own fault, they had not done that, he thought there would be a good case for conviction. He would like Mr. Lo to produce evidence to show that in shipping the goods the usual, or ordinary, precautions were taken.

Mr. Lo then called

Ng Ki, comprode of the s.s. Chuen Chon. He said the charterers of the steamer were the Yuet On Company, who had been running this steamer since January 1st, this year, between Hongkong and Macao. The usual practice was for consignors to bring goods to the ship, and the ship's tallyman checked them and signed a chit on which the consignors' book was "chopped" by the comprode. A letter was usually sent with the goods, to be delivered to the consignee. These goods were consigned by a joss stick firm in Macao—the Kwong Hing Cheung—a fairly well-known firm, and regular customers of the shipping company. As the company had no right to open the packages he could not see how the substitution of cigarettes for joss sticks could have been detected.

Mr. N. L. Smith (Supt. of Imports and Exports): Have you been to Macao since this summons was taken out?

The witness: Yes.

Have you been to see the consignors?—Yes, we have seen them. What do they say about it?—They said a person had bought the five cases of joss sticks from them.

Then it was not they who were sending the goods?—The purchaser engaged their coolies to carry them on board.

Yes, but whose book was it you "chopped"?—The Kwong Hing Cheung's book.

Is that the usual thing, for the customer to take the stuff and to ship it on the seller's book?—From inquiries I made, that was done in this case.

What is the name of this "customer" of the Kwong Hing Cheung's?—That I did not ask.

Mr. Smith also asked as to the consignees at Hongkong, who did not come to the ship to claim the goods after the police took possession. The witness could not say whether the consignee was the "customer" referred to. He had not asked the Macao firm about the consignee, because he thought they would not know.

In reply to the Magistrate he said he was sure the book on which the goods were shipped belonged to the Kwong Hing Cheung; he recognised his previous "chops" in it.

Mr. Lo said he would only call the ship's tallyman if the Magistrate desired it.

The Magistrate remarked that it was a curious case; he would rather hear evidence from the consignors, the Kwong Hing Cheung.

Mr. Lo said he could not produce them; they were outside the jurisdiction of the Court.

The Magistrate said he knew that. What he meant was that the Kwong Hing Cheung—a regular customer of the shipping company—seemed to have put the latter in a difficulty and might or might not be willing to help them out.

The tallyman (who had been sent out of Court when the previous witness gave evidence) said the consignors were the Kwong Hing Cheung and the man (referred to by the other witness as the "customer") of the Kwong Hing Cheung was known to him as a person connected with the Kwong Hing Cheung. "If I went in their shop I should recognise him," said the witness. "But I don't know his name."

Mr. Smith: Then it was not "customers" of theirs who consigned the goods?

Witness: No, I knew the man. I have often seen him.

## ANSWERS TO CORRESPONDENTS.

"ONCE BIT, TWICE SHY."—The fact of being French, doesn't render a banking institution (that hasn't bust) open to such attacks. Your letter is illegal and inadmissible. REX RAB.—Your letter goes in, out of pure good nature, and not because it gets any forrader. Certainly you are forgiven.

ZELAND.—So you thought it in bad taste? It was meant to taste bad to the blighter who earned it.

F. S.—Too late for the China Mail. We are not a quarterly, you know.

## NEW LEGISLATIVE PRECAUTIONS.

The Magistrate remarked that if goods were found to be frequently shipped in bogus names new legislative precautions would be necessary.

Mr. Lo: I don't know that they are bogus in this case. He urged that the revenue authorities had admitted that a letter addressed to the consignee "to be called for" was not an unusual way of despatching goods on this route, on which there was great pressure because ships arrived at 8 p.m. and were away again at 7 a.m. next day. "It is all very well," said Mr. Lo, "to sit here in philosophic calm and say 'You could have done this and that,' but the officers of a ship are often working against time. He submitted that there was no evidence of negligence on which the shipping company could be convicted; it would be to impose on shipping companies duties too onerous to be discharged and not imposed, moreover, by the Ordinance.

The Magistrate thought the prosecution would probably suggest that this was a bogus shipment and that it was inconceivable that regular clients in the joss stick business, would ship cigarettes in this way.

UNRAVELLING THE MYSTERY.

Mr. Lo suggested that the Macao firm had been made use of by an unscrupulous shipper and that their employees had been bribed. "But it is not my duty to unravel the mystery," said Mr. Lo.

The Magistrate: You have to show that the goods were shipped in the ordinary way.

Mr. Lo: I have done that.

The Magistrate: I am not able to say that every possible person has been called but I do not feel that a case would absolutely lie against the shipping company; I am with you to that extent.

Mr. Smith thought that if the Kwong Hing Cheung was an honourable firm it would have come to the Court and made some explanation, although not within the Magistrate's jurisdiction. No doubt if the shipping company was fined it would try to get the money out of the other firm. He did not believe in the existence of the firm at all.

Mr. Lo: I am surprised to hear that. It would not take very long to go over to Macao and prove it.

Mr. Smith: Your clients have had a fortnight to do it.

"SOMETHING WRONG."

The Magistrate: There is clearly something wrong somewhere. If the Kwong Hing Cheung is a reputable firm it could have attended here.

Mr. Lo: The Chinese are about the most hopeless people on earth in not coming forward to help another man. They always try to avoid getting involved in a case.

The Magistrate said he did not think Mr. Lo quite realised the responsibility of the shipping company.

Mr. Smith: If they had taken steps after the finding of the cigarettes we should have been perfectly satisfied. I offered, if they would give us an address, to withdraw the summons.

Mr. Lo: We cannot tell Mr. Smith something we don't know.

The Magistrate: I think you could have got more particulars from the Macao firm, but if you cannot, we will deal with the case as it stands. It is in the nature of a test case and it is important to get the point settled as to the amount of liability resting on a shipping company. If I settle it hurriedly it will be unsatisfactory. I will adjourn the case to look up legal authorities.

Mr. Smith: I would like to remind your Worship that the mythical "customer" only arose in cross-examination.

## TO-DAY'S ADVERTISEMENTS.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

THE SCHOOL CLOSING ON FRIDAY, 8th July, and will reopen on MONDAY, 12th September, next.

By Order,  
E. A. M. WILLIAMS,  
Secretary.

Hongkong, July 5, 1921.

THE VICTORIA CAFE CO., LTD.  
(In Liquidation).

THE Creditors of the above-named Company are required, on or before the 25th day of July, 1921, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to the undersigned, the Liquidator of the said Company; and further if so required by notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, and notice is hereby given that in default thereof, such Creditors will be excluded from the benefit of any distribution before such debts are proved.

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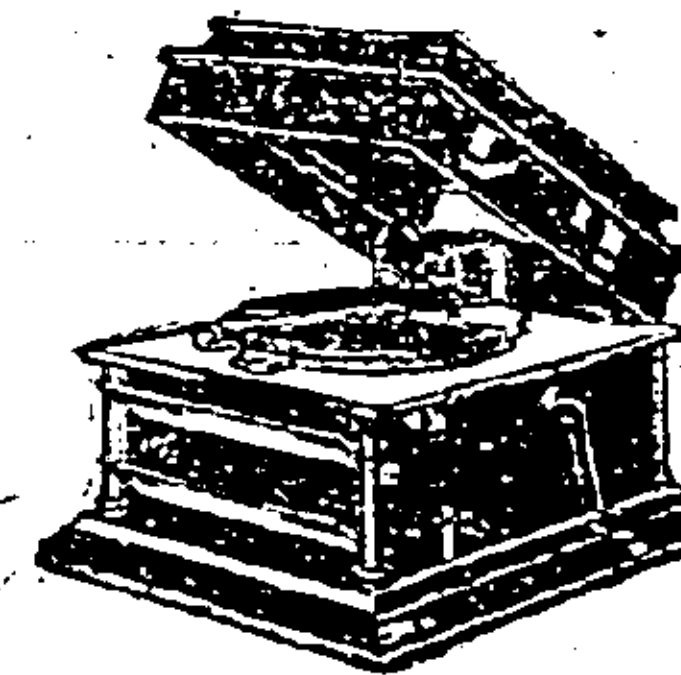
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Monteagle	Aug. 23	Sept. 10	Melita	Sept. 23	Oct. 1
E. Japan	Sept. 30	Oct. 11	E. France	Oct. 15	Oct. 21
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Hongkong Office. Telephone 732. Cable Address GACANPAC.

## CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

## HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 15th Aug. 9th Sept. 8th

## HONGKONG to MANILA

S.S. "NANKING".....August 30th

## HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NILE"

July 22nd September 18th

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C.T. SURRIDGE, FREIGHT &amp; PASSENGER AGENT,

PACIFIC BUILDING, 105 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. &amp; AGENT.

No. 1334. No. 2161.

## DOUGLAS STEAMSHIP CO., LTD

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in Saloons and Bedrooms. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	DEPART	ARRIVE
HAICHONG	Capt. W. O. Patterson	FRIDAY, 8th July, at 2 p.m.	10th July, at 1 p.m.
HAICHONG	Capt. A. H. Stewart	TUESDAY, 12th July, at 1 p.m.	14th July, at 1 p.m.
HAICHONG	Capt. W. Cooper	FRIDAY, 15th July, at 1 p.m.	17th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

## DOUGLAS LAPELLE &amp; Co.

General Manager.

## AMERICAN &amp; ORIENTAL LINE.

NEW YORK VIA SUEZ.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ, COLOMBO.

For particulars apply to—

## THE BANK LINE, LTD.

MILWAUKEE, WISCONSIN.

## "ELLERMAN" LINE.

(Ellerman &amp; Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO AFFRANCARE THE UNDERSIGNED

FOR	STEAMERS	DATE
LONDON, GLASGOW, ROTTERDAM & HAMBURG	"CITY OF DUBLIN"	10th July

Subject to change without notice.

## THE BANK LINE, LTD.

General Agents.

## NOTICE TO SHIPPERS AND PASSENGERS.

## VESSELS, DUE.

## FROM SHANGHAI.

July	7—R.F.	City of Norwich.
8—F. & O. <td>Dilwara.</td>	Dilwara.	
9—R.F. <td>Eurydama.</td>	Eurydama.	
10—R.F. <td>Hobson.</td>	Hobson.	
11—R.F. <td>Knights Templar.</td>	Knights Templar.	
12—R.F. <td>Assault.</td>	Assault.	
13—R.F. <td>City of Canton.</td>	City of Canton.	

## FROM JAPAN.

July	7—N.Y.K.	Kaga Maru.
8—N.Y.K. <td>Totomaru.</td>	Totomaru.	
12—R.I. <td>Tosaka.</td>	Tosaka.	
13—J.G.L. <td>Yamato.</td>	Yamato.	
14—R.F. <td>Yamato.</td>	Yamato.	
15—R.F. <td>Yamato.</td>	Yamato.	
16—R.F. <td>Yamato.</td>	Yamato.	
17—R.F. <td>Yamato.</td>	Yamato.	
18—R.F. <td>Yamato.</td>	Yamato.	
19—R.F. <td>Yamato.</td>	Yamato.	
20—R.F. <td>Yamato.</td>	Yamato.	
21—R.F. <td>Yamato.</td>	Yamato.	
22—R.F. <td>Yamato.</td>	Yamato.	
23—R.F. <td>Yamato.</td>	Yamato.	
24—R.F. <td>Yamato.</td>	Yamato.	
25—R.F. <td>Yamato.</td>	Yamato.	
26—R.F. <td>Yamato.</td>	Yamato.	
27—R.F. <td>Yamato.</td>	Yamato.	
28—R.F. <td>Yamato.</td>	Yamato.	
29—R.F. <td>Yamato.</td>	Yamato.	
30—R.F. <td>Yamato.</td>	Yamato.	

## FROM MANILA.

July	28—R.F.	Protoslaus.
Aug. 19—R.F. <td>Lion.</td>	Lion.	
Sept. 8—R.F. <td>Talithybia.</td>	Talithybia.	
Oct. 29—R.F. <td>Tydearus.</td>	Tydearus.	
Oct. 29—R.F. <td>Protoslaus.</td>	Protoslaus.	
Nov. 20—R.F. <td>Lion.</td>	Lion.	

## FROM SYDNEY AND MELBOURNE.

July	11—A.O.	Chancha.
Aug. 1—E. & A. <td>St. Albans.</td>	St. Albans.	

## FROM VANCOUVER.

July	14—C.P.O.S.	Empress of Asia.
17—D.F. <td>Procellaria.</td>	Procellaria.	
Aug. 5—R.F. <td>Toccon.</td>	Toccon.	
25—R.F. <td>Talithybia.</td>	Talithybia.	
Sept. 13—R.F. <td>Tydearus.</td>	Tydearus.	
Oct. 13—R.F. <td>Procellaria.</td>	Procellaria.	
Nov. 3—D.F. <td>Lion.</td>	Lion.	
21—R.F. <td>Talithybia.</td>	Talithybia.	

## FROM LONDON.

July	10—P. & O.	Kalyan.
18—G.L. <td>Olench</td>	Olench	



# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).  
**MAIL AND PASSENGER SERVICES**  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	8th July	Singapore, Colombo & Bombay.
"SYDIA"	7,000	8th July	MARSHALLS, LONDON & A'warp.
"KALIAN"	8,000	8th Aug.	MARSHALLS, LONDON & A'warp.
"KASHMIR"	7,500	19th Aug.	MARSHALLS, LONDON & A'warp.
"KHYBER"	8,000	2nd Sept.	MARSHALLS, LONDON & A'warp.
"SOMALI"	7,000	16th Sept.	MARSHALLS, LONDON & A'warp.
		30th Sept.	MARSHALLS, LONDON & A'warp.

## BRITISH INDIA-APOAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORRILLA"	5,500	14th July	Calcutta, via Singapore Penang and Rangoon.

## EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th July	Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	22nd Aug.	
"EASTERN"	4,000	19th Sept.	

## SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,700	7th July	Amoy, Shanghai and Kobe.
"KALIAN"	8,000	11th July	Shanghai and Japan.

All rates are approximate and subject to alteration without notice.  
**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**  
Tickets Interchangeable.  
1st Saloon Passengers may travel by P. & O. N. Company's steamers between  
Singapore and Calcutta, Singapore and Madras in lieu of the section of  
their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing ships are liable to be cancelled or altered without notice.  
Parcel Messengers not more than 14 ft. x 2 ft. x 1 ft. will be received at the  
Company's Office up to noon on the day previous to sailing.  
**NOTICE TO CONSIGNEES**  
Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.  
Any damaged packages must be left in the Godowns for examination by the  
Consignment and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.  
on MONDAYS and THURSDAYS. All claims must be presented within ten days of  
the steamer's arrival here, after which date they cannot be recognized. No  
claims will be admitted after the goods have left the Godowns.  
For further information, Passage Fare, Freight, and other, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
25, Des Voeux Road Central, HONGKONG.

**E. H. ING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
via Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1118. 25, Wing Woo Street, Central.

**N. Y. K.**  
**NIPPON YUSEN KAISHA.**  
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
**SEATTLE & VICTORIA OR VANCOUVER** via Manila,  
Keelung, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.  
KASHIMA MARU (omit, Manila) ... Tuesday, 12th July, at 11 a.m.  
SUWA MARU ... Friday, 29th July, at 11 a.m.  
FUKUSHI MARU (omit, Manila) ... Tuesday, 23rd Aug. at 11 a.m.  
**LONDON & ANTWERP** via Singapore, Malacca, Penang  
Colombo, Suez, Port Said & Marseilles.  
KAGA MARU ... Friday, 8th July, at 11 a.m.  
YOKOHAMA MARU ... Saturday, 31st July, at 11 a.m.  
ELEIST ... Friday, 26th Aug. at 11 a.m.  
**HAMBURG, MARSEILLES, LONDON & ROTTERDAM.**  
VERPOOL & MARSEILLES via Suez.  
SUWAYAMA MARU ... Friday, 8th July.  
**ADNEY & MELBOURNE** via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.  
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.  
ARI MARU ... Tuesday, 16th Aug. at 11 a.m.  
**NEW YORK via SUEZ.**  
TAKETOMO MARU ... Thursday, 17th July.  
**SOUTH AMERICAN PORTS** via Cape.  
KANAGAWA MARU ... Friday, 16th September.  
**MARAY & COLOMBO** via Singapore.  
TOMI MARU ... Sunday, 10th July.  
YAHARA MARU ... Monday, 25th July.  
**LOUISIA & RANGOON** via Singapore & Penang.  
MUBORAN MARU ... Monday, 11th July.  
**PAN PORTS—Nagasaki, Kobe & Yokohama.**  
AKI MARU ... Saturday, 16th July, at 11 a.m.  
**SHANGHAI, KOBE & YOKOHAMA.**  
YAMA MARU ... Tuesday, 12th July.  
YOKOHAMA MARU (Kobe direct) ... Wednesday, 14th July.  
SHIMA MARU ... Friday, 16th July, at 11 a.m.  
For further information apply to—  
**NIPPON YUSEN KAISHA**  
E. YASUDA, Manager.  
Telephone No. 338.

## LINER IN COLLISION.

1,100 PASSENGERS SAFE.

DANCING ON DECK AFTER THE CRASH.

In a thick fog the P. & O. 11,000-ton liner "Benalla," carrying 1,100 passengers to Australia, was in collision with the oil tanker "Patella" in the Channel early in the morning. Neither ship was badly damaged and there were no casualties. The passengers were landed at Newhaven and sent on to London.  
The "Patella" (5,617 tons) belongs to the Anglo-Saxon Petroleum Co. After the collision, which occurred at 2.15 a.m., the "Benalla" sent out wireless calls for assistance, and these were answered by the Newhaven Harbour Company's wireless station, and the lifeboat was sent out.  
The lifeboat left at 2.30 a.m., but it was not till six o'clock that the "Benalla" was found beached off the Royal Sovereign Lightship in Pevensey Bay. The captain informed the lifeboat skipper that he did not require assistance and that his ship was not badly damaged. The Eastbourne lifeboat also put out, but returned after a seven hours' search without finding the "Benalla."  
The "Benalla" was struck on the port side of No. 4 hold, but was not holed. The "Patella's" bows were slightly damaged. After standing by to see if assistance were needed she proceeded to her destination, Calais.  
Abraham Brodies, of Hampstead, London, one of the passengers, said that after the crash the stewards ordered all on deck. When it was found that there was no immediate danger the captain ordered refreshments to be served to all passengers and pianos were brought on deck. Concerts and dancing were held until the vessel was safely beached.

## DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic and Diarrhoea Remedy at this season of the year, you are neglecting them, as your complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A case or two of this remedy will place the trouble under control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Storekeepers.

## MEN MUST MARRY.

HARD LABOUR FOR THOSE WHO DON'T.

An Anti-Bachelor Bill introduced into the Turkish Nationalist Parliament at Ankara makes marriage compulsory for men over 25. Defaulters will be fined a quarter of their earnings, which will be deposited in agricultural banks to help peasants to marry. No adult Civil Servant may be a bachelor. Gifts of land, loans, and State education for children are held out as rewards for marriage with a penalty of hard labour for a confirmed bachelor.  
For re-patriation purposes well-to-do Turks must be encouraged to keep two wives, contrary to the modern practice, one by way of living, of having several wives in succession.

## P. & O. S. N. CO.

STEAMERS FOR  
STRAITS, C. LOMBO, AUS-  
TRALIA, BOMBAY, EGYPT,  
MEDITERRANEAN PORTS  
& LONDON.

Through Bills of Lading issued for  
Batavia, Persian Gulf, Continental,  
American and South African Ports.

THE Steamship "DILWARA,"  
Captain Egan, carrying His  
Majesty's Mails, will be despatched from  
this Port on or about SATURDAY,  
9th July, 1921, taking Passen-  
gers and Cargo for the above Ports.  
Silk and Valuable and Tea for Italy,  
France and London (under arrangement)  
will be transhipped at Bombay into the  
Mail Steamer proceeding direct to  
Marseilles and London.  
Parcels will be received at this Office  
until 3 p.m. the day before sailing.  
The contents and value of all packages  
are required.  
For further particulars apply to—  
**MACKINNON, MACKENZIE  
& CO.,**  
Agents.  
Hongkong, June 27, 1921.

## NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE  
SCHEEPVAART-MAATSCHAPPIJ  
(United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN.  
(Holland East Asia Line.)

NOTICE TO CONSIGNEES.

From: HAMBURG, AMSTERDAM,  
LA PALICE, GENOA, LISBON  
& SINGAPORE.

RE Steamship

"RADIA,"  
having arrived from the above Ports,  
Consignees of Cargo by her are notified  
that all goods are being landed at their  
risk into the Godowns and/or extra  
hazardous Godowns of the Hongkong  
& Kowloon Wharf & Godown Co., Ltd.,  
whence and/or from the wharves deliv-  
ery may be obtained.

Goods not cleared by the 10th July,  
1921, will be subject to rent.  
All broken, chafed and damaged  
packages are to be left in the Godowns,  
where they will be examined on the  
9th July, 1921, at 10 a.m. by  
Messrs. Goddard & Douglas.

Claims against the steamer must be  
presented in writing within ten days  
after arrival of steamer, otherwise they  
will not be recognized.

No Fire Insurance will be effected by  
the undersigned in any case whatever.

Bills of Lading will be countersigned  
by—  
**JAVA-CHINA-JAPAN LIJN,**  
General Agents.  
Hongkong, July 4, 1921.

## SHIPPING.

### VEREENIGDE NEDERLANDSCHE

### SCHEEPVAART MAATSCAPPIJ

(United Netherlands Navigation Company.)

### HOLLAND-OOST AZIE LIJN

(Holland East Asia Line.)

(Members of the Straits, China & Japan Conference.)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers. Loading. For. Sailing.

BRILLE ... August ... Rotterdam & Hamburg ... 8th August

M. J. ... September ... Amsterdam & Hamburg ... 4th Sept.

T.M. NOKE ... October ... Rotterdam & Hamburg ... 3rd Oct.

For full particulars please apply to—

## JAVA CHINA JAPAN LIJN,

General Agents,  
Telephone No. 1274. York Building.

## JAVA-PACIFIC LINE

OF THE

## JAVA-CHINA JAPAN LIJN

Steamer. From. Expected on or about. Will leave on or about. For.

"THIREMBANG" Java. 22nd July. 29th July. FRANGI-OO.

The steamers are all fitted throughout with electric light and have  
accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points in the  
United States of America and Canada.  
For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LIJN,**  
General Managers, York Building.  
Telephone No. 1274.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDRIES. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two shipyards and can accommodate any number  
of 300 tons long.  
Tons Office: 4, CORNWALL ROAD, HONGKONG. Telephone No. 446.  
Shipyard: 1, KAN-SUI-PO, KOWLOON, HONGKONG. Telephone No. 2.  
Enquiries furnished on application.  
Hongkong, April 1, 1921.

## SHIPPING

### STRUTHERS & DIXON, Inc.

GREEN STAR LINE

Operating for Eastern service for account of the  
UNITED STATES SHIPPING BOARD

To MANILA.

"West Hamahaw" ... 15th July.

To LOS ANGELES & SAN FRANCISCO  
(Via HONOLULU.)

"West Laila" ... 15th July.

To VANCOUVER & SEATTLE (Via MANILA).

"West Laila" ... 30th August.

Also, cargo accepted for Transshipment at S. n Francisco  
and/or Seattle to weekly sailings for  
NEW ORLEANS, SAVANNAH, NORFOLK,  
BALTIMORE, PHILADELPHIA,  
NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.  
HONGKONG OFFICE—1st Floor, Powell's Building, 12, Des Voeux Rd., Tel. 302.

## T. K. K.

## TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

SHINYO MARU ... 25,000 ... July 16th.

HERIA MARU ... 8,000 ... July 30th.

TAIYO MARU ... 25,000 ... Aug. 13th.

FIBERIA MARU ... 25,000 ... Aug. 27th.

TENYO MARU ... 25,000 ... Sept. 10th.

KOREA MARU ... 25,000 ... Sept. 24th.

Calling at Dairen and omitting Shanghai.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO  
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.  
THROUGH BY TRANS-ANDALY ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

"CHOY" MARU ... 16,400 ... July 26th.

GINYO MARU ... 16,400 ... August 10th.

\*Cargo only.

For full information regarding passenger freight and sailings, apply to—  
Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 2374 & 2375  
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## THE EAST ASIATIC COMPANY, LTD.

## COPENHAGEN.

## M/S. "PERU"

will be loading for Rotterdam, Hamburg, Copenhagen  
and other Scandinavian Ports, about 30th July.

## FURTHER SAILINGS—

M/S. "AFRIKA" ... Aug./Sept.

M/S. "MALAYA" ... Oct./Nov.

M/S. "PANAMA" ... December.

For further particulars please apply to—  
**MANNERS & BACKHOUSE, LTD.,**  
Hongkong, June 23, 1921.

## THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc

## OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and  
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

COOK'S "FAR EASTERN TRAVELLER'S GAZETTE," containing  
Sailings and Fares from the Far East to all parts of the World, will be  
forwarded free on application.

\*Telegraphic Address "COUPON."

## THOS. COOK & SON.

Hongkong Hotel Buildings, Hongkong.  
Telephone No. 554.  
Also SHANGHAI, PEKING, YOKOHAMA, MANILA.  
CHINA OFFICE—LUDGATE CIRCUS LONDON, E.C.

## TAIYO & CO.

JAPANESE  
FOOTS AND SHOES  
MADE TO ORDER.  
No. 15, Wyndham St.

## A. KWAI & CO.

12 & 13 Cornhill Road Central, HONGKONG.

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Ship Chandeliers, Coal Merchants,  
Sail-Makers, General Storekeepers  
AND  
Soap and Soda Manufacturers.  
Cable Add. "ALWAY." Tel. No. 122.

## SHIPBUILDERS, SHIP REPAIRERS, BOILER MAKERS, FORGE MASTERS, OXY-ACETYLENE, AND ELECTRIC WELDERS, MECHANICAL AND ELECTRICAL ENGINEERS.

## TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK—  
Length 787 Feet.  
Length on Blocks 750 Feet  
Depth on Centre of  
SID (N.W.O.S.T.) 34 ft. 5 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
to 2,500 Tons Displacement.  
Electric Cranes at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

—BUTTERFIELD & SWIRE—  
AGENTS  
HONGKONG, CHINA, & JAPAN.



## HONGKONG HOTEL CO., LTD.

OPERATING:-

HONGKONG HOTEL GARAGE - Telephone No. 32  
 RUSSELL STREET GARAGE - Telephone No. 659  
 REPULSE BAY GARAGE - Telephone No. 881

SOLE AGENTS FOR HONGKONG AND  
 SOUTH CHINA FOR:-

ROLLS ROYCE - Cars  
 STUDEBAKER CORPORATION - Cars  
 WHITE COMPANY - Commercial Trucks  
 UNITED STATES RUBBER CO. - Tyres & Rubber Goods  
 A. E. LEJEUNE - Motor Car Mascots

HEAD OFFICE &amp; SHOW ROOM IN PEDDER STREET.

## SHIPPING.

## TRAGEDY OF AN EMPTY LIFEBOAT.

STEAMER PICKS UP UPTURNED  
 CRAFT OF SEAMEN MISSING  
 TWO MONTHS.

Mute evidence of the gallant fight made by the crew of the ill-fated United States naval fleet tug "Conestoga" after their craft had foundered en route from Mare Island to Pearl Harbour, Hawaii, was found in an upturned lifeboat off the lower California coast on May 17, by the steamer "Senator," according to a radiogram received by Rear-Admiral Roger Welles from Captain Sobst of the Admiral Line steamer.

Captain Sobst radioed Admiral Welles as follows:

The steamer "Senator," bound from Corinto for San Francisco, sighted an upturned lifeboat at 9.30 o'clock this morning in latitude 23 degrees 15 minutes north, longitude 125 degrees 42 minutes west. Boat apparently belonged to United States Navy. We found a letter "C" in brass on bow, removed it and discovered numbered 5,535 underneath. Took off brass letter, but turned boat adrift, as it was in very bad shape. Boat evidently had been in water about two months.

Naval officers of the Eleventh Naval District here say that unquestionably the lifeboat belonged to the "Conestoga." The tug sailed from Mare Island March 27 with a 500-ton steel coal barge in tow and has never been heard of. It carried a crew of 30 officers and men, most of whom hailed from the Atlantic coast.

## WHOSE BOAT IS IT?

Captain Sobst will turn the brass plate over to the commandant of the Twelfth Naval District upon arrival at San Francisco.

The following radiogram relating to the unsuccessful search for the ill-fated fleet tug "Conestoga" was received by Rear-Admiral Roger Welles from Rear-Admiral William R. Shoemaker, commandant of the Fourteenth Naval District at Honolulu:

All vessels that have been searching 13 days for the tug "Conestoga" have returned with the exception of submarine 4-14. The vessels systematically covered an area of 500 miles a day during the thirteen-day search, extending from Cahu to Midway islands. "Conestoga" probably lost.

The lifeboat picked up by the steamer "Senator" belonged to the missing tug "Conestoga" was held "very improbable" by Captain Robert Morris, assistant commandant of the Twelfth Naval District.

Captain Morris said that the point where the lifeboat was found was on the route to Panama, 800 miles out of the "Conestoga's" course to Honolulu. He said it was hardly possible that a lifeboat would drift that far in the time specified. Identification by means of the letter "C" is valueless, he said, because of the number of vessels whose names begin with that letter.—San Francisco Chronicle.

## GOODS BY SEA.

## QUESTION OF LIABILITY.

The conference of the Maritime Law Association, held at Gray's Inn Hall was devoted to summing up the results of discussions at the earlier sessions. On the question of whether freedom of contract on the part of the shipowners with regard to the carriage of goods by sea should be absolute, or limited by legislation, the majority of the committee favoured a uniform law among maritime States for liability for losses caused by defect of ship or default in the handling and custody of goods to be obligatory upon the shipowners. The provision was, however, suggested that, following the Canadian statute, if the owner exercised due diligence to make the ship in all respects seaworthy and properly manned, equipped and supplied, neither the ship nor the owner, agent nor charterer, should become responsible for loss or damage resulting from faults or errors in navigation or in the management of the ship or from latent defect.

Mr. Edward F. Nichols, representing the underwriters, emphasised the absolute necessity in the interests of overseas commerce of ability on the part of shipowners to limit in clear terms the liabilities incurred by them by means of the contracts of affreightment.

It was decided to refer the following questions to the conference of the International Law Association, to be held at The Hague in September: Whether it is desirable in the interests of seaborne trade that the rights and liabilities of the cargo owner and shipowner under all contracts for the carriage of goods by sea should be controlled by State action, and (2) if so, to what extent.

## LIVERPOOL SHIPOWNERS' VICTORY.

## REDUCED WATER RATES.

Liverpool shipowners have long complained that they were charged too much for water for their ships, and their association have successfully raised the question at the sittings of the Lords' Committee on the

Liverpool Corporation Bill. Mr. J. J. W. F. C. said the charge was now 4s. 9d. per thousand gallons, which could not be considered unreasonable. Colonel Davidson, water engineer, in giving evidence, said that in fourteen ports, including Swansea and Cardiff, the charges were higher than in Liverpool. A shipowner paid no rates on his ship, had no meter rent, had practically no minimum to pay, and had nothing to pay for the connection of the main with the ship. He was also given excellent protection by fire hydrants provided at the expense of the Corporation at the docks, and he could always rely upon a full supply of water, however much traders at a higher level of supply might suffer. Again, demands for shipping water varied very much, while other made a regular demand. Sir Norman Hill, the shipowners' secretary, in his reply, said that engineer, Mr. Perry, calculated that by 1910 the Corporation had made a profit of £300,000 on water supplied to shipping. The Committee decided to insert the amendment asked for by the shipowners' Association, limiting the charge for water for shipping to 11s. per cent. more than the charge for water for trading purposes.

## GERMANY AND CHINA COAST SHIPPING.

Germans are again unostentatiously becoming active in China coast shipping, according to Shanghai advices to the *Marine Journal*. No less than 22 German shipmasters are now in Chinese ports. They appear to be well supplied with money. A Chinese shipping company operating about a dozen vessels has engaged a Marine superintendent who before the war was master of a North German Lloyd vessel. Recently, it is reported, an attempt was made to charter a large Chinese vessel to European ports. Afterward also was to proceed to Hamburg and return with German cargo and German passengers. The scheme seems to have fallen through, however. German business men and engineers are arriving quietly every week.

## GENERAL NOTES.

At the River Commissioners' meeting in Newcastle it was reported that here were 244 vessels laid up in the Tyne.

The Robert Dollar Co.'s str. "Robert Dollar" was due to arrive at Shanghai on Friday from Vancouver bringing 1,847,000 ft. of lumber and about 1,000 tons of general cargo. The "Robert Dollar" is an ex-German ship, which was allotted to Great Britain by the Reparations Commission and purchased by the company.

To such a pitch has cargo pilfering been carried in Australia that it has been found necessary to appoint a Royal Commission to inquire into the situation and report thereon. One of the points to be studied is whether there is any proof of conspiracy between Customs officers and others to enable pilfering to be carried out successfully.

The a.s. "Cap Arcona," one of the German vessels allocated to France by the Reparations Commission, is due this morning with 493 repatriated Chinese coolies. Before the war she was one of the passenger liners of the Hamburg South America Company. This is her second trip to the Far East with returning coolies from France but her first visit to Hongkong. The "Cap Arcona" is a vessel of 9,832 tons gross and was built at Hamburg in 1907.

Nantes, in response to its request to have freight space placed at its disposal for the Far East, has had partial satisfaction from the Cie des Chargeurs Reunis. This company has promised that its ships shall make Nantes a port of call when outward bound; if notice is given beforehand that reasonable tonnage can be shipped. On the other hand, the line's agent at Saigon is authorized to accept for shipment to Nantes in any single hold a minimum of 100 tons.

The Cunard Line's new building, No. 25, Broadway, New York, which has just been opened, is a great and

## THE NEW MARRIAGE.

## "MATRIMONIAL CONTRACT."

## ACTION FOR BREACH OF PROMISE.

A curious marriage contract was produced in the Mixed Court in a case arising out of an alleged broken promise of marriage. It came out that the girl, who is 24 years old; a native of Szechuen, is of an advanced and highly educated type, having been trained in an Edinburgh college, amongst other places, and also at the London School of Economics. The parties are said to have signed a "matrimonial contract" setting forth that "they have offered their hands to each other in cultured wedlock and will not be enslaved by the harmful customs of the old society and they will in perpetuity preserve their exclusive and undivided affections one towards the other. Under no pretext whatever will the married life of the contracting parties be affected by the admission of a concubine."

Subsequently, there was another contract, which stated: "The two parties have entered into this matrimonial contract in a civilized process, i.e., by mutual consent in lieu of parental decisions, and undertake to liberate themselves from the bad practices of old society and, by maintaining sentiments of mutual respect, they will preserve their mutual affections pure and unalloyed. But the date of the wedding will be determined by the date when the parties in which the contracting parties are engaged will have been completed."

The court ordered \$2,000 security for the parties to appear in three weeks says the *N. C. Daily*.

## SUNSET GLOW BALL.

## PARIS PAGEANT OF FASHION.

Hundreds of dancers in magnificent frocks of a hundred hues jazzing and foxtrotting under the glow of an artificial sunset of orange and red, was the spectacle to be seen in the Theatre des Champs-Elysees on the occasion of the "Sunset Ball" arranged by the Marquis de Polignac for the charities of Rheims.

The British Ambassador, Lord Hardinge, together with the Spanish, Italian, and Japanese Ambassadors, sat in the lower boxes of the enormous theatre.

The lighting effects were very remarkable and artistic, and the ballroom of the great staircases and the halls of the beautiful salons were hung with red and orange bunting, to harmonize with the scheme of sunset colouring.

The great attraction of the evening was a parade of about 50 mannequins from the latest and most splendid evening frocks.

Such a pageant of fashion has never been seen on a dancing floor in Paris before.

A handsome structure occupying 42,000 square feet, with a frontage on Broadway of 203 feet, 248 feet on Morris-street, and 231 feet on Greenwich-street. The new building is twenty-two stories in height, and is one of the finest structures in the United States. The Cunard Anchor Lines will occupy the first four floors. The main hall, which is entered through two handsome bronze doors, is one of the finest and largest in the city and is surmounted by a dome rising sixty-eight feet from the floor.

As it occasionally happens that reports of courts of inquiry held into the loss or damage of British vessels, which take place in British Possessions abroad are not published, and as it might occur that officers whose certificates were dealt with by these courts would not have the matter brought to the notice of the Imperial Merchant Service Guild, communications were addressed to the Marine Department of the Board of Trade on this subject. The Board of Trade immediately recognised the possibility referred to and have now informed the Guild that in all cases in which certificates are dealt with, or officers censured, a report of the case will be sent to the head office of the Guild.

## MODERN JEAN VALJEAN.

## DRAMATIC STORY.

## CONVICT AS SOLDIER.

It is a dramatic life story that of Jules Carrel, who, escaping from a convict settlement at Guiana ten years ago, has just been arrested at Montmartre, where he was born, and to which he was lured by a feeling of home-sickness. Carrel belonged to the notorious gang of thieves known as the "Salicrains," because they made a specialty of robbing churches. He was sentenced to ten years' hard labour and perpetual banishment, and transported to Guiana. His first attempt to escape was unsuccessful. Later on he and four other convicts decamped. One was shot in the bush; the others managed to leave in a frail boat, but quarrelled during the voyage, and another lost his life. The remaining three succeeded in reaching Europe. Like Jean Valjean, Carrel turned over a new leaf, and became an honest and highly-respected man, working in England and America, where he held good positions in hotels.

When the war came Carrel joined up, and comported himself so well that he was entrusted with dangerous missions. After the armistice he returned to his work in the hotels, this time at Saratouville and Sarrequevins, where he married a war widow with two children. Then a longing seized him to return to Paris and Montmartre. He was sitting outside a cafe in the Place Pigalle, when a detective with a good memory for faces came along and identified him as an escaped convict. Had he remained away eighteen months longer he would have benefited from the Emancipation Law and been a free man.

## A TRUANT TROPHY.

## MISSING KRUPPS GUN.

## A PENANG COMEDY.

Penangites on their way to business the other morning might have noticed that the famous war trophy, the Krupp gun that mounts guard by way of penance in front of the Supreme Court buildings, had vanished, and with it its smaller companion.

The matter remained a mystery and occasioned a good deal of speculation but a day or two later the Krupp was back again. The smaller gun is still missing. It appears, according to a correspondent of the *Penang Gazette*, that certain ultra patriotic persons made up their minds to combine a public protest with a practical joke. Their grievance is that the gun is being neglected by its custodians. Hence the appearance of a couple of Europeans, a bullock cart, and gang of coolies upon the Supreme Court lawn at 4.30 p.m. on Wednesday. With a great deal of noise but in a workmanlike manner the gun was removed from the platform and attached by a couple of ropes to the bullock cart, then, with one European sitting on the muzzle and another on the tail piece to preserve the balance the gun was slowly hauled out of the compound and along Farquhar Street, where the police were politely requested to give an eye to the traffic, to the E & O Hotel where it was deposited on the lawn facing the sea to the great delight of the visitors and embarrassment of the manager. There it remained all day and as Mr. Serikles is already the proud possessor of two old guns the popular impression was that he had added to his collection. At breakfast time the P.W.D. sent for the gun and restored it to its allotted position.

Miss Anna Dobek has just celebrated her 123rd birthday at Ochoco, in Poland. She is sound in body and mind, and attributes her great age to the fact that she has never been bothered with a husband.

Thomas Hale, a cowboy on a ranch near Gregory, South Dakota, captured a live eagle with a larva. Hale saw the eagle swoop down on a calf. Wading quickly the bird had eaten its fill, he rode toward it, roped it, and carried it home.

## DAIRY FARM NEWS.

## REDUCTION IN PRICE OF BUTTER.

"Daisy" . . . . . \$1.45 per lb.  
 "Dairymaid" . . . . . 1.35 " "  
 "Pastry" . . . . . 1.15 " "

THE DAIRY FARM, ICE &amp; COLD STORAGE CO., LTD.

## TO-DAY'S CABLES.

(Reader's Service in the China Mail.)

## THIRD TEST MATCH.

AUSTRALIA BEATS ENGLAND BY 219 RUNS.

SOME INTERESTING PLAY.

LONDON, July 5.

The weather was sunny. There were 7,000 spectators. The match was good. Douglas was not fielding owing to his wife's operation for appendicitis. Runs were easily made. Andrews knocked eight fours. Carter was lucky with unorthodox play. White's bowling was very accurate and the English fielding good. Brown who was lame through being injured in the thigh did good driving. Woolley played excellent cricket for 55 minutes. Jupp and Tennyson played vigorous cricket. Australia won by 219 runs. The scores follow:

## AUSTRALIA'S SCORE.

Andrews b Jupp	82
Carter b W. Parkin	40
Parkin b Duckett b White	15
Taylor b Tennyson b White	4
Armstrong	28
Gregory b Jupp b White	3
Hendry	11
Extras	17

Total (for seven wickets)..... 275

Australia declared at this score.

## BOWLING ANALYSIS.

Douglas took no wickets for 38 runs; White three for 32; Jupp two for 45; Parkin one for 91; and Woolley one for 45.

## ENGLAND'S SCORE.

England's score was as follows:-

Hardinge b Gregory b McDonald	5
Brown b W. Gregory	46
Hearne b Taylor b McDonald	27
Woolley b Maffey	37
Duckett b Carter b Maffey	2
Douglas b Gregory	2
Jupp b Carter b Armstrong	28
Tennyson b Armstrong	36
Parkin b Maffey	6
Extras	3

Total ..... 203

## BOWLING ANALYSIS.

Gregory took two wickets for 55 runs; McDonald two for 67; Maffey three for 71; and Armstrong two for six.

## COAL STRIKE.

## WHAT THE STOPPAGE COST THE GOVERNMENT.

LONDON, July 5.

In the House of Commons at question time, Sir Robert Horne, Chancellor of the Exchequer, stated that the cost of the Government measures in connection with the coal stoppage was as follows:- Defence force and army reserve, £7,000,000; Navy £1,225,000; Air Force, £280,000; and civil emergency forces £300,000. The subsidy to the miners of £10,000 might be a further charge in respect of coal purchased abroad and the cost of indemnifying the railways.

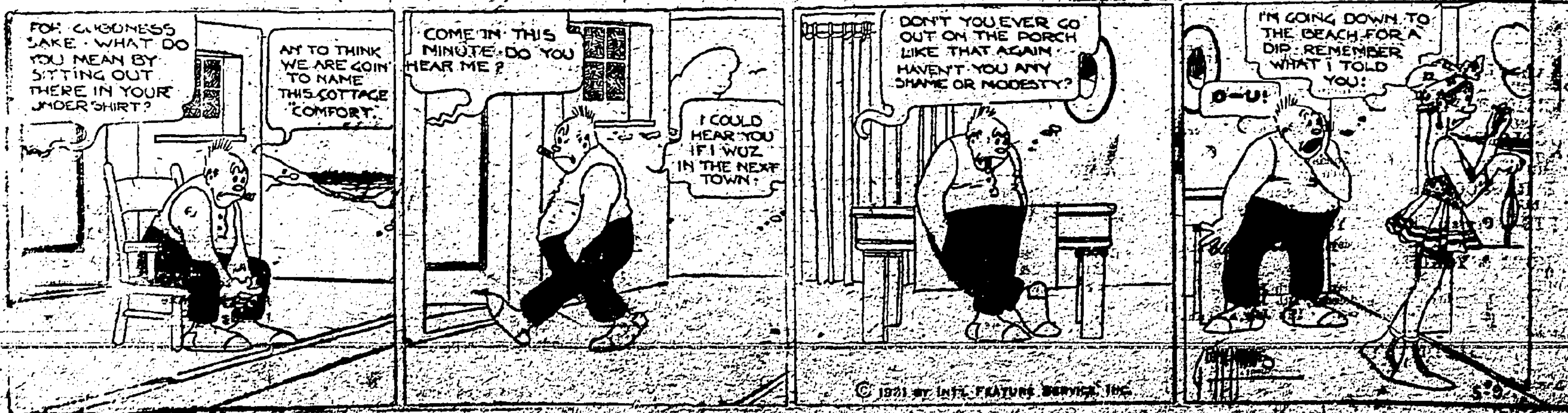
## STANDARD OIL EXPLOSION.

## EIGHT PERSONS KILLED AND 26 INJURED.

WYOMING, Indiana, July 5.

An unexplained explosion at the Standard Oil Company's refinery resulted in eight persons being killed and 26 injured.

## BRINGING UP FATHER.





## NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURES.

## CHINA COAST, ETC.

SWATOW.	CHANGCHOW.
July 7.-C. N. Chanchow.	July 7.-C. N. Chanchow.
7.-C. N. Haibong.	7.-C. N. Haibong.
10.-C. N. Haibong.	10.-C. N. Haibong.
12.-C. N. Haibong.	12.-C. N. Haibong.
14.-C. N. Haibong.	14.-C. N. Haibong.
16.-C. N. Haibong.	16.-C. N. Haibong.
18.-C. N. Haibong.	18.-C. N. Haibong.
20.-C. N. Haibong.	20.-C. N. Haibong.

FOOCHOW.	HAIBONG.
July 8.-D. L. Haibong.	July 8.-D. L. Haibong.
10.-D. L. Haibong.	10.-D. L. Haibong.
12.-D. L. Haibong.	12.-D. L. Haibong.
14.-D. L. Haibong.	14.-D. L. Haibong.
16.-D. L. Haibong.	16.-D. L. Haibong.
18.-D. L. Haibong.	18.-D. L. Haibong.
20.-D. L. Haibong.	20.-D. L. Haibong.

## SHANGHAI.

July 7.-C. N.	Shanghai.
7.-C. N. Shanghai.	7.-C. N. Shanghai.
10.-C. N. Shanghai.	10.-C. N. Shanghai.
12.-C. N. Shanghai.	12.-C. N. Shanghai.
14.-C. N. Shanghai.	14.-C. N. Shanghai.
16.-C. N. Shanghai.	16.-C. N. Shanghai.
18.-C. N. Shanghai.	18.-C. N. Shanghai.
20.-C. N. Shanghai.	20.-C. N. Shanghai.

## WEIHAIWEI AND CHEFOO.

July 11.-C. N.	Kueichow.
11.-C. N. Kueichow.	11.-C. N. Kueichow.
13.-C. N. Kueichow.	13.-C. N. Kueichow.
15.-C. N. Kueichow.	15.-C. N. Kueichow.
17.-C. N. Kueichow.	17.-C. N. Kueichow.
19.-C. N. Kueichow.	19.-C. N. Kueichow.
21.-C. N. Kueichow.	21.-C. N. Kueichow.

## TIENTSIN.

July 11.-C. N.	Kueichow.
11.-C. N. Kueichow.	11.-C. N. Kueichow.
13.-C. N. Kueichow.	13.-C. N. Kueichow.
15.-C. N. Kueichow.	15.-C. N. Kueichow.
17.-C. N. Kueichow.	17.-C. N. Kueichow.
19.-C. N. Kueichow.	19.-C. N. Kueichow.
21.-C. N. Kueichow.	21.-C. N. Kueichow.

## TSINGTAO.

July 8.-O. N.	Yingchow.
8.-O. N. Yingchow.	8.-O. N. Yingchow.
10.-O. N. Yingchow.	10.-O. N. Yingchow.
12.-O. N. Yingchow.	12.-O. N. Yingchow.
14.-O. N. Yingchow.	14.-O. N. Yingchow.
16.-O. N. Yingchow.	16.-O. N. Yingchow.
18.-O. N. Yingchow.	18.-O. N. Yingchow.
20.-O. N. Yingchow.	20.-O. N. Yingchow.

## PUKOW.

July 12.-O. N.	Shanghai.
12.-O. N. Shanghai.	12.-O. N. Shanghai.
14.-O. N. Shanghai.	14.-O. N. Shanghai.
16.-O. N. Shanghai.	16.-O. N. Shanghai.
18.-O. N. Shanghai.	18.-O. N. Shanghai.
20.-O. N. Shanghai.	20.-O. N. Shanghai.
22.-O. N. Shanghai.	22.-O. N. Shanghai.
24.-O. N. Shanghai.	24.-O. N. Shanghai.

## TAKAO.

July 14.-O. S. K.	Sochu Maru.
14.-O. S. K. Sochu Maru.	14.-O. S. K. Sochu Maru.
16.-O. S. K. Sochu Maru.	16.-O. S. K. Sochu Maru.
18.-O. S. K. Sochu Maru.	18.-O. S. K. Sochu Maru.
20.-O. S. K. Sochu Maru.	20.-O. S. K. Sochu Maru.
22.-O. S. K. Sochu Maru.	22.-O. S. K. Sochu Maru.
24.-O. S. K. Sochu Maru.	24.-O. S. K. Sochu Maru.

## KEELUNG.

July 10.-O. S. K.	Naijo Maru.
10.-O. S. K. Naijo Maru.	10.-O. S. K. Naijo Maru.
12.-O. S. K. Naijo Maru.	12.-O. S. K. Naijo Maru.
14.-O. S. K. Naijo Maru.	14.-O. S. K. Naijo Maru.
16.-O. S. K. Naijo Maru.	16.-O. S. K. Naijo Maru.
18.-O. S. K. Naijo Maru.	18.-O. S. K. Naijo Maru.
20.-O. S. K. Naijo Maru.	20.-O. S. K. Naijo Maru.

## HAIPHONG AND HOIHOW.

July 12.-C. N.	Lotsang.
12.-C. N. Lotsang.	12.-C. N. Lotsang.
14.-C. N. Lotsang.	14.-C. N. Lotsang.
16.-C. N. Lotsang.	16.-C. N. Lotsang.
18.-C. N. Lotsang.	18.-C. N. Lotsang.
20.-C. N. Lotsang.	20.-C. N. Lotsang.
22.-C. N. Lotsang.	22.-C. N. Lotsang.
24.-C. N. Lotsang.	24.-C. N. Lotsang.

## SAIGON.

Aug. 3.-A. L.	Lake Onawa.
3.-A. L. Lake Onawa.	3.-A. L. Lake Onawa.
5.-A. L. Lake Onawa.	5.-A. L. Lake Onawa.
7.-A. L. Lake Onawa.	7.-A. L. Lake Onawa.
9.-A. L. Lake Onawa.	9.-A. L. Lake Onawa.
11.-A. L. Lake Onawa.	11.-A. L. Lake Onawa.
13.-A. L. Lake Onawa.	13.-A. L. Lake Onawa.

## SINGAPORE.

July 7.-C. N.	Changchow.
7.-C. N. Changchow.	7.-C. N. Changchow.
9.-C. N. Changchow.	9.-C. N. Changchow.
11.-C. N. Changchow.	11.-C. N. Changchow.
13.-C. N. Changchow.	13.-C. N. Changchow.
15.-C. N. Changchow.	15.-C. N. Changchow.
17.-C. N. Changchow.	17.-C. N. Changchow.
19.-C. N. Changchow.	19.-C. N. Changchow.

## BANGKOK.

July 12.-C. N.	Leesang.
12.-C. N. Leesang.	12.-C. N. Leesang.
14.-C. N. Leesang.	14.-C. N. Leesang.
16.-C. N. Leesang.	16.-C. N. Leesang.
18.-C. N. Leesang.	18.-C. N. Leesang.
20.-C. N. Leesang.	20.-C. N. Leesang.
22.-C. N. Leesang.	22.-C. N. Leesang.
24.-C. N. Leesang.	24.-C. N. Leesang.

## PHILIPPINE ISLANDS, ETC.

Aug. 1.-O. S. K.	Kishu Maru.
1.-O. S. K. Kishu Maru.	1.-O. S. K. Kishu Maru.
3.-O. S. K. Kishu Maru.	3.-O. S. K. Kishu Maru.
5.-O. S. K. Kishu Maru.	5.-O. S. K. Kishu Maru.
7.-O. S. K. Kishu Maru.	7.-O. S. K. Kishu Maru.
9.-O. S. K. Kishu Maru.	9.-O. S. K. Kishu Maru.
11.-O. S. K. Kishu Maru.	11.-O. S. K. Kishu Maru.

## MANILA.

July 7.-O. N.	Linan.
7.-O. N. Linan.	7.-O. N. Linan.
9.-O. N. Linan.	9.-O. N. Linan.
11.-O. N. Linan.	11.-O. N. Linan.
13.-O. N. Linan.	13.-O. N. Linan.
15.-O. N. Linan.	15.-O. N. Linan.
17.-O. N. Linan.	17.-O. N. Linan.
19.-O. N. Linan.	19.-O. N. Linan.

## CEBU AND ILOILO.

July 7.-C. N.	Linan.
7.-C. N. Linan.	7.-C. N. Linan.
9.-C. N. Linan.	9.-C. N. Linan.
11.-C. N. Linan.	11.-C. N. Linan.
13.-C. N. Linan.	13.-C. N. Linan.
15.-C. N. Linan.	15.-C. N. Linan.
17.-C. N. Linan.	17.-C. N. Linan.
19.-C. N. Linan.	19.-C. N. Linan.

## SANDAKAN.

July 12.-O. S. K.	Hissang.
12.-O. S. K. Hissang.	12.-O. S. K. Hissang.
14.-O. S. K. Hissang.	14.-O. S. K. Hissang.
16.-O. S. K. Hissang.	16.-O. S. K. Hissang.
18.-O. S. K. Hissang.	18.-O. S. K. Hissang.
20.-O. S. K. Hissang.	20.-O. S. K. Hissang.
22.-O. S. K. Hissang.	22.-O. S. K. Hissang.
24.-O. S. K. Hissang.	24.-O. S. K. Hissang.

## JAYA PORTS, ETC.

July 8.-J. O. L.	Tibodan.
8.-J. O. L. Tibodan.	8.-J. O. L. Tibodan.
10.-J. O. L. Tibodan.	10.-J. O. L. Tibodan.
12.-J. O. L. Tibodan.	12.-J. O. L. Tibodan.
14.-J. O. L. Tibodan.	14.-J. O. L. Tibodan.
16.-J. O. L. Tibodan.	16.-J. O. L. Tibodan.
18.-J. O. L. Tibodan.	18.-J. O. L. Tibodan.
20.-J. O. L. Tibodan.	20.-J. O. L. Tibodan.

## INDIAN PORTS, ETC.

July 12.-O. S. K.	Nagang.
12.-O. S. K. Nagang.	12.-O. S. K. Nagang.
14.-O. S. K. Nagang.	14.-O. S. K. Nagang.
16.-O. S. K. Nagang.	16.-O. S. K. Nagang.
18.-O. S. K. Nagang.	18.-O. S. K. Nagang.
20.-O. S. K. Nagang.	20.-O. S. K. Nagang.
22.-O. S. K. Nagang.	22.-O. S. K. Nagang.
24.-O. S. K. Nagang.	24.-O. S. K. Nagang.

## BOMBAY AND COLOMBO.

July 7.-N. Y. K.	Tokio Maru.
7.-N. Y. K. Tokio Maru.	7.-N. Y. K. Tokio Maru.
9.-N. Y. K. Tokio Maru.	9.-N. Y. K. Tokio Maru.
11.-N. Y. K. Tokio Maru.	11.-N. Y. K. Tokio Maru.
13.-N. Y. K. Tokio Maru.	13.-N. Y. K. Tokio Maru.
15.-N. Y. K. Tokio Maru.	15.-N. Y. K. Tokio Maru.
17.-N. Y. K. Tokio Maru.	17.-N. Y. K. Tokio Maru.
19.-N. Y. K. Tokio Maru.	19.-N. Y. K. Tokio Maru.

## AUSTRALIAN PORTS.

July 14.-A. O.	Changchow.
14.-A. O. Changchow.	14.-A. O. Changchow.
16.-A. O. Changchow.	16.-A. O. Changchow.
18.-A. O. Changchow.	18.-A. O. Changchow.
20.-A. O. Changchow.	20.-A. O. Changchow.
22.-A. O. Changchow.	22.-A. O. Changchow.
24.-A. O. Changchow.	24.-A. O. Changchow.
26.-A. O. Changchow.	26.-A. O. Changchow.

## SYDNEY AND MELBOURNE.

July 14.-A. O.	Changchow.
14.-A. O. Changchow.	14.-A. O. Changchow.
16.-A. O. Changchow.	16.-A. O. Changchow.
18.-A. O. Changchow.	18.-A. O. Changchow.
20.-A. O. Changchow.	20.-A. O. Changchow.
22.-A. O. Changchow.	22.-A. O. Changchow.
24.-A. O. Changchow.	24.-A. O. Changchow.
26.-A. O. Changchow.	26.-A. O. Changchow.

## JAPAN PORTS.

July 7.-O. S. K.	Kumagawa.
7.-O. S. K. Kumagawa.	7.-O. S. K. Kumagawa.
9.-O. S. K. Kumagawa.	9.-O. S. K. Kumagawa.
11.-O. S. K. Kumagawa.	11.-O. S. K. Kumagawa.
13.-O. S. K. Kumagawa.	13.-O. S. K. Kumagawa.
15.-O. S. K. Kumagawa.	15.-O. S. K. Kumagawa.
17.-O. S. K. Kumagawa.	17.-O. S. K. Kumagawa.
19.-O. S. K. Kumagawa.	19.-O. S. K. Kumagawa.

## EUROPEAN PORTS.

July 14.-N. Y. K.	Kaga Maru.
14.-N. Y. K. Kaga Maru.	14.-N. Y. K. Kaga Maru.
16.-N. Y. K. Kaga Maru.	16.-N. Y. K. Kaga Maru.
18.-N. Y. K. Kaga Maru.	18.-N. Y. K. Kaga Maru.
20.-N. Y. K. Kaga Maru.	20.-N. Y. K. Kaga Maru.
22.-N. Y. K. Kaga Maru.	22.-N. Y. K. Kaga Maru.
24.-N. Y. K. Kaga Maru.	24.-N. Y. K. Kaga Maru.
26.-N. Y. K. Kaga Maru.	26.-N. Y. K. Kaga Maru.

## LONDON.

July 14.-N. Y. K.	Kaga Maru.
14.-N. Y. K. Kaga Maru.	14.-N. Y. K. Kaga Maru.
16.-N. Y. K. Kaga Maru.	16.-N. Y. K. Kaga Maru.
18.-N. Y. K. Kaga Maru.	18.-N. Y. K. Kaga Maru.
20.-N. Y. K. Kaga Maru.	20.-N. Y. K. Kaga Maru.
22.-N. Y. K. Kaga Maru.	22.-N. Y. K. Kaga Maru.
24.-N. Y. K. Kaga Maru.	24.-N. Y. K. Kaga Maru.
26.-N. Y. K. Kaga Maru.	26.-N. Y. K. Kaga Maru.

## LIVERPOOL.

July 14.-N. Y. K.	Kaga Maru.
14.-N. Y. K. Kaga Maru.	14.-N. Y. K. Kaga Maru.
16.-N. Y. K. Kaga Maru.	16.-N. Y. K. Kaga Maru.
18.-N. Y. K. Kaga Maru.	18.-N. Y. K. Kaga Maru.
20.-N. Y. K. Kaga Maru.	20.-N. Y. K. Kaga Maru.
22.-N. Y. K. Kaga Maru.	22.-N. Y. K. Kaga Maru.
24.-N. Y. K. Kaga Maru.	24.-N. Y. K. Kaga Maru.
26.-N. Y. K. Kaga Maru.	26.-N. Y. K. Kaga Maru.

## HAMBURG.

July 14.-N. Y. K.	Kaga Maru.
14.-N. Y. K. Kaga Maru.	14.-N. Y. K. Kaga Maru.
16.-N. Y. K. Kaga Maru.	16.-N. Y. K. Kaga Maru.
18.-N. Y. K. Kaga Maru.	18.-N. Y. K. Kaga Maru.
20.-N. Y. K. Kaga Maru.	20.-N. Y. K. Kaga Maru.
22.-N. Y. K. Kaga Maru.	22.-N. Y. K. Kaga Maru.
24.-N. Y. K. Kaga Maru.	24.-N. Y. K. Kaga Maru.
26.-N. Y. K. Kaga Maru.	26.-N. Y. K. Kaga Maru.

## CAESAREAN OPERATION.

## MOTHER AND TWINS SAVED.

How three lives were saved by the same surgical operation is related in a despatch from Osejing near New York.

The patients were a woman of forty, Mrs. G. M. Blake, and her twin babies. Mrs. Blake has no other children, her heart is weak, and her doctors had grave doubts whether she could survive even a normal confinement. A Caesarean operation was decided upon and performed with complete success.

The mother is making an excellent recovery. The twins, a boy and a girl, weigh seven pounds each. They have been christened Caesar and Caesara, to commemorate the operation to which they owe their lives.

"The Caesarean operation is the bringing of a child into the world by cutting through the walls of the abdomen and uterus—so-called because Julius Caesar is said to have been born in this manner."

## AMERICAN PORTS.

## VANCOUVER.

July 13.-C. P. O. S.	Empress of Japan.
13.-C. P. O. S. Empress of Japan.	13.-C. P. O. S. Empress of Japan.
15.-C. P. O. S. Empress of Japan.	15.-C. P. O. S. Empress of Japan.
17.-C. P. O. S. Empress of Japan.	17.-C. P. O. S. Empress of Japan.
19.-C. P. O. S. Empress of Japan.	19.-C. P. O. S. Empress of Japan.
21.-C. P. O. S. Empress of Japan.	21.-C. P. O. S. Empress of Japan.
23.-C. P. O. S. Empress of Japan.	23.-C. P. O. S. Empress of Japan.
25.-C. P. O. S. Empress of Japan.	25.-C. P. O. S. Empress of Japan.

## REATTLE.

July 8.-O. S. K.	Arabia Maru.
8.-O. S. K. Arabia Maru.	8.-O. S. K. Arabia Maru.
10.-O. S. K. Arabia Maru.	10.-O. S. K. Arabia Maru.
12.-O. S. K. Arabia Maru.	12.-O. S. K. Arabia Maru.
14.-O. S. K. Arabia Maru.	14.-O. S. K. Arabia Maru.
16.-O. S. K. Arabia Maru.	16.-O. S. K. Arabia Maru.
18.-O. S. K. Arabia Maru.	18.-O. S. K. Arabia Maru.
20.-O. S. K. Arabia Maru.	20.-O. S. K. Arabia Maru.

## SAN FRANCISCO.

July 15.-S. & D.	West India.
15.-S. & D. West India.	15.-S. & D. West India.
17.-S. & D. West India.	17.-S. & D. West India.
19.-S. & D. West India.	19.-S. & D. West India.
21.-S. & D. West India.	21.-S. & D. West India.
23.-S. & D. West India.	23.-S. & D. West India.
25.-S. & D. West India.	25.-S. & D. West India.
27.-S. & D. West India.	27.-S. & D. West India.

## PORTLAND.

July 22.-A. L.	Coast.
22.-A. L. Coast.	22.-A. L. Coast.
24.-A. L. Coast.	24.-A. L. Coast.
26.-A. L. Coast.	26.-A. L. Coast.
28.-A. L. Coast.	28.-A. L. Coast.
30.-A. L. Coast.	30.-A. L. Coast.
31.-A. L. Coast.	31.-A. L. Coast.

## VALPARAISO.

Sept. 18.-N. Y. K.	Kaga Maru.
18.-N. Y. K. Kaga Maru.	18.-N. Y. K. Kaga Maru.
20.-N. Y. K. Kaga Maru.	20.-N. Y. K. Kaga Maru.
22.-N. Y. K. Kaga Maru.	22.-N. Y. K. Kaga Maru.
24.-N. Y. K. Kaga Maru.	24.-N. Y. K. Kaga Maru.
26.-N. Y. K. Kaga Maru.	26.-N. Y. K. Kaga Maru.
28.-N. Y. K. Kaga Maru.	28.-N. Y. K. Kaga Maru.
30.-N. Y. K. Kaga Maru.	30.-N. Y. K. Kaga Maru.

## NEW YORK.

PEDRO, SAMANO CRUZ, BALBAO  
CALLAO, ARICA & IQUIQUE).



